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From the Left Seat:
A Better Way

Mark Huffstutler
Chief Executive Officer

This year is in the rearview mirror and we are accelerating ahead. In our last catalog, I shared my optimism for the future and set a course for our teams to follow. As we suspected, this recession was and still is a life changing event for all. Aircraft devaluations and the stagnation of maintenance spending, led to failure of many organizations. Most of these aviation businesses were good businesses and well run, some were just caught with devalued inventory and large stagnant receivables. This combination plays havoc with cash flow and has been an unfortunate reality for all businesses for the past 2 years.

Fortunately, there are opportunities in this time as well. At Sierra, I have always tasked my team to seek out and find the new enhancement, the new program and "a better way" that will enhance the aviation experience of our customers. With 300+ STCs and hundreds of thousands of hours of MRO experience, finding a better way has been the foundation I have built into Sierra Industries. As I look to the future for Sierra, it is a continuation of this philosophy: find a better way.

As you browse through this catalog, you will find many products that will enhance your aviation experience. From loaner aircraft to our cutting edge technologically advanced aircraft programs, it is at Sierra. Look for examples, such as Garmin and Sierra teaming together to bring the G1000 displays to the legacy Citation and introduce the G501SP by Sierra. Look for the performance of the FJ44 engine enhancements for your 500, 501, 550 and S550. Or just find a better price and quality in the next maintenance event for your aircraft.

Our team at Sierra has consistent behavior throughout the organization; we are always looking forward, always developing new ideas and testing the status quo. A cadre of aviators determined to advance the technological improvement of our customers' aircraft and challenging ourselves to provide you the service and products you want. We are excited about our programs, products and our services. I know we can help take care of your aircraft needs. Just call - we are here to help.

— Mark Huffstutler, Chief Executive Officer

Bill Micale
Chief Financial Officer

Gary Buchanan
Chief Marketing Officer

Sierra Industries is a wholly owned subsidiary of The SkyWay Group, Inc., which owns a business portfolio of several aviation related companies, including FlighTime Business Jets, the largest Citation aircraft management and Part 135 charter company in South Texas, and the Uvalde Flight Center, a full service fixed based operator.

SKYWAY

The People Behind Sierra Industries

Since 1984, when we began marketing performance enhancements to the aviation marketplace, Sierra Industries has maintained a reputation for quality and value that is second to none. Our customers have rewarded us by making Sierra one of the fastest-growing firms in the business jet industry.

Our core company, Sierra Industries, Ltd., provides a wide range of performance enhancements and services for Cessna Citation aircraft, among them the record-setting FJ44 EAGLE II and LONGWING modifications. Sierra Industries has prospered under Mr. Huffstutler's forward-looking management style and is now the world's largest modification center specializing in Citation 500/501 series aircraft. Starting with 10 employees and 11,000 square feet of hangar and production facilities, Sierra has steadily increased its assets to its present position, with a highly capable staff of more than 80 employees and over 90,000 square feet of hangar, manufacturing and office space.

The employee base includes highly trained, FAA-licensed Maintenance and Modification Specialists, under the direction of a select group of FAA-approved inspection and quality assurance personnel. They are supported by an extremely capable and highly diversified office staff, providing logistical expertise for the entire operation. A well-equipped Sheet Metal Shop and a state-of-the-art Machine Shop manufactures replacement and repair parts and FAA approved parts under a Parts Manufacturing Authority (PMA) setup. The Sierra Industries facility was certified in 1993 as an FAA Approved Repair Station under Air Agency Certificate No. SI6R285J.

Ernest "Chip" King III
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Controller

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Maintenance Manager

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Pete Conrad
Maintenance Sales

David Welch
Skyway Aero / Program Sales

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Sierra: The best thing to happen to the Citation since the day it was born.

But don't take our word for it.

"...I had to remind myself that Sierra doesn't really build new airplanes, even though it does seem like it at times. What they mainly do, of course, is make good airplanes better, and my experience in the airplane was an eye-opening introduction to that fact.

The quality of life improvements that the Super II and Super S-II offer are profound. Compared to the originals, the Sierra airplanes are faster, quieter, smoother and more comfortable. They fly higher, farther and more efficiently, and on some longer trips do away with the need for the fuel stop."

— FLYING, April 2009

"There's no combination of weight, temperature or field elevation on any of our products where you can't depart and go straight to max cruise altitude. On a summer day in Aspen, we can take off at gross weight and go straight to max cruise altitude... The engines are quieter and produce dramatically less emissions and, thus, are greener. "Of the 48 we've done, we have a half dozen of them in Europe," Huffstutler said.

Sierra is the third largest purchaser of Williams engines after Cessna and Beech and this year acquired its 100th FJ44 for its 50th conversion. "The financial meltdown offers another angle in our marketing, as we can offer an airplane at half the cost of the new ones," Huffstutler said. "All we need to snag is half a percent of the market, and we will be busting at the seams, doing 18 to 20 a year."

— Business & Commercial Aviation, December 2008

"The Super II equals the CJ-3 in all parameters: cabin, range, fuel efficiency, field performance, full fuel payload, and at half the cost." Thirteen minutes and 45 seconds after brake release, we were leveling at FL410, 60 nm from Uvalde. The Super II is an animal. Sierra Industries is a courageous company, and they really have taken a great airplane and made it better, by a large margin.

— Twin & Turbine, May 2008

Within the last two years, a certain Citation set six speed and distance records: speed over closed courses, distance without landing, speed over a recognized course, transcontinental, west-to-east and speed around the world westbound. But that jet wasn't a run-of-the-mill Citation, it was a modified airplane from the hangars of Sierra Industries.The Sierra facility is a one-stop shop that can perform all scheduled phase checks during the modification period, and install new avionics, interiors and paint. When you pick the airplane up at Sierra's home airport, it's a virtually new airframe/engine combination.

— Pilot Journal, July/August 2007

WWW.SIJET.COM

Sierra Eagle no. 25, operated by the FAA

Citation Re-Engining Programs at Sierra Industries

Re-engining at Sierra encompasses several levels of improvement to the stock Cessna Citation aircraft, ranging from simple and inexpensive updates to the Pratt JT-15D to complete replacement with Williams FJ44-series engines. Not long after acquiring the EAGLE and LONGWING STC's for the Citation 500/501SP, Sierra began offering upgrades of the original JT-15D-1 engine to -1A and -1B specs, providing up to 20% improvement in thrust at cruise altitudes.

Sierra's first engine replacement program, called the ***Eagle 400***, was awarded an STC in 1992. This modification replaces the original Pratt & Whitney JT-15D-1 series engines with JT-15D-4 engines (the original Citation II engine) and an increase in Gross Takeoff Weight to 12,500 lbs. With an increase from 2,200 lbs. to 2,500 lbs. thrust, the ***Eagle 400*** provides a significant improvement in climb performance and cruise speed over the stock Citation I.

When the Williams International FJ44 turbofan engine was introduced in the late 1990's, it established a new standard for efficiency and power. Sierra immediately launched a program to certify the FJ44-2A for re-engining the Citation I. Offering as much as 25% greater fuel efficiency and dramatic across-the-board performance increases, the ***FJ44 Eagle II*** was certified in 2002 and its sibling, the ***Stallion***, in 2006. To date, more than 50 Citation aircraft have been re-engined, accumulating an estimated 50,000 hours of trouble-free in-flight use.

Sierra's ***Super II*** and ***Super S-II*** programs originated at Sierra in the early 1980's when we researched upgrading the Citation II (550) from the Pratt JT15D-4 engine to the -5 engine. This program went idle until the late 1990's when we started the first Williams re-engining for the ***Eagle II***. The ***Super II*** re-engining program fits 2,820 lb. thrust Williams FJ44-3A engines to the Citation II airframe, adding 350 - 400 NM range along with substantial increases in speed, climb performance, maximum fuel payload and fuel efficiency.

Sierra's Citation re-engining programs now include the original FJ44-2A powered ***Eagle II*** and FJ44 ***Stallion*** upgrades for the 500/501SP, the FJ44 ***Super II*** modification for the Citation 550 and the ***Super S-II*** upgrade for the Citation S550 model (both featuring Williams FJ44-3A turbofan engines). These programs refit legacy Citations with Williams International's state-of-the-art FJ-44 powerplants, dramatically boosting performance throughout the flight envelope. The ***Eagle II*** and ***Stallion*** are certified by the FAA, EASA and the Canadian Miistry of Transport, while the ***Super II*** and ***Super S-II*** have received FAA and Canadian approval and are expected to receive EASA certification in early 2010.

With performance improvements comparable to the ***Super II***, the ***Super S-II*** boasts a maximum range of 2,6100 nautical miles, climbs to FL430 in under 25 minutes and achieves speeds up to 426 KTAS.

SierraFILE

A Brief History of Single-Pilot Citations

Cessna Aircraft Co. earned FAR Part 25 transport category type certification for its original Citation 500 in September 1971 and the Model 550 Citation II in March 1978. Part 25 aircraft require at least two crew members in the cockpit due to back-up requirements in the event of crew incapacitation. The pilot-in-command must be type-rated, but the second-in-command need only meet the requirements of Part 61.55.

In 1977, Cessna elected to pursue Part 23 normal category certification for a slightly modified version called the Model 501. Under the requirements of Part 23, aircraft with MTOWs less than 12,500 pounds could be OK'd for single-pilot operations if the FAA deemed the workload acceptable. The Citation 501, or Citation I/SP, easily passed the FAA's single-pilot workload test. The pilot-in-command still needed a type rating, but a properly qualified PIC no longer needed an SIC.

For the Citation II, Cessna pursued both Part 25 transport category certification for the basic Model 550, with a 13,300-pound MTOW, and Part 23 normal category certification for the Model 551 Citation II/SP, a 12,500-pound MTOW limited aircraft.

The 1984 development of the 14,700-pound MTOW Citation S/II made it impractical to spin off a 12,500-pound Part 23 version without severe operational limitations. Cessna asked the FAA for an operational exemption to Part 25's requirement for two crewmembers, arguing that the safety of the Citation I/SP and II/SP enabled the S/II to be flown safely by a single pilot with a CE500 common type-rating. The FAA agreed and granted what has become known as the Cessna Exemption. Cessna later applied for extensions of the single-pilot exemption for the Citation 500, 550 and 560 models for pilots with the CE500 common type-rating, eliminating the need for separate single-pilot, Part 23 versions of 500-series aircraft. Uvalde, Texas-based **Sierra Industries** also earned single-pilot operational exemptions for Part 25 500-series Citations with their ***Eagle*** and ***Longwing*** modifications.

When Cessna initiated development of the Model 525 CitationJet in the late 1980s, the FAA determined that it was sufficiently different from other Citation 500 models to warrant a separate type-rating. The CJ would be certified as a Part 23 aircraft, making it eligible for single-pilot operations. Cessna, though, pursued both CE-525 two-pilot and CE-525S single-pilot type-rating approvals, thereby giving operators a choice of flying alone or with an SIC.

Early Citation Development History

- **Fanjet 500**, later **Citation 500**: original production version first flown September 1969. Production version entered service 1971. SN thru 500-0349.
- **Citation I:** enhanced performance version of the Citation 500, introduced 1976. The wingspan was longer, higher gross operating weight, and more powerful JT15D-1A engines. SN 500-0350 and up.
- **Citation I/SP:** Single pilot version of the Citation I, introduced in 1977. Last production version of the original Citation, last one delivered in 1985. The I/SP is certified for single-pilot operation, but the I and 500 are not.
- **Citation II:** development of the Citation I originally designated the Citation 550, featuring a fuselage stretch (max seating of 10), longer span wings, more powerful JT15D-4 engines, and increase baggage storage capacity. Certified in 1978.
- **Citation II/SP:** single-pilot version of the Citation II, dubbed the 551.
- **Citation S/II:** The S/II features aerodynamic improvements with a new supercritical wing based on the Citation III, and newer JT15D-4B engines. Certified in 1984, it replaced the Citation II in production until 1985 when the Citation II was reintroduced.
- **Citation III:** Originally the Citation 650, the III is a larger all-new design to supplement the smaller Citation I/II/V series. Features a swept supercritical wing, T-tail, new fuselage, and Garrett TFE731 turbofans. Certified in 1982.
- **Citation VII:** certified in 1992, the Citation VII is a Citation III with systems improvements and more powerful Garrett engines. The VII is still in production, replacing the III/VI series.
- **CitationJet:** The Model 525 replaced the original I/II series with the same forward fuselage with an all new wing, new Williams FJ44 engines, and a T-tail. EFIS avionics are standard, as is single-pilot operation. Certified in 1993.
- **CitationJet CJ1:** A CitationJet 525 with Collins Pro Line 21 cockpit avionics suite and an increased operational gross weight (primarily fuel/payload).
- **CitationJet CJ2:** stretched CJ1 with more powerful FJ44-2C engines, longer span wings and larger tail.
- **CitationJet CJ3:** further stretch of the CJ2 with even longer wings, larger tail, and FADEC controls on more powerful FJ44 engines. Certified in 2004.
- **CitationJet CJ4:** additional stretch of the CJ3, scheduled for introduction in 2010.
- **Citation Mustang:** shorter-cabin entry-level 4 to 5-passenger "VLJ," introduced in 2006.

8 Citation Engine Upgrades — FJ44 Performance

This map illustrates the dramatically enhanced range of Sierra's FJ44-powered aircraft (starting from Wichita, Kansas). In addition to the range improvement, increased climb rates and cruise speeds (as much as 60 knots higher) and higher fuel efficiency mean lower greenhouse gas emissions, lower fuel expenses, less time spent in the air and more at your destination. Visit **www.sijet.com** to see interactive range comparisons for a variety of comparable aircraft.

Stallion

- Range – 1,581 Nautical Miles
  XR range – 2,029 NM
- Maximum Speed – 402 Knots
- Service Ceiling – 43,000 Feet
- SL to FL430 – Less than 25 Min.
- Williams FJ44-2A Power
- 1,670 lb. Max Fuel Payload
  XR Max Fuel Payload – 800 lb.

Super II™

- Range – 2,064 Nautical Miles
  XR range – 2,470 NM
- Maximum Speed – 416 Knots
- Service Ceiling – 43,000 Feet
- SL to FL430 – Less than 25 Min.
- Williams FJ44-3A Power
- 1,727 lb. Max Fuel Payload
  XR Max Fuel Payload – 854 lb.

Super SII™

- Range – 2,610 Nautical Miles
- Maximum Speed – 426 Knots
- Service Ceiling – 43,000 Feet
- SL to FL430 – Under 25 Min.
- Williams FJ44-3A Power
- 497 lb. Max Fuel Payload

True 21st Century Performance for the Citation Family

For years, owners of legacy Citations have felt "left behind" by newer & faster light jets even as they've enjoyed the comfort and reliability of a proven aircraft. No more.

With Sierra's FAA-certified Williams FJ44 engine enhancements, operators of Citation 500/501SP, 550, 551SP and S550 series aircraft can enjoy the speed and efficiency of a brand new personal jet at without compromising cabin size, range or carrying capacity. And all at a price point no other light jet can match.

Sierra's FAA-certified Citation re-engining programs include the Eagle II SPx and Stallion upgrades for the 500/501SP and the FJ44 Super II modification for the Citation 550 (with Williams FJ44-3A engines). Our highest-performance modification is the Sierra Super S-II, a Citation S550 with 2820 lb. thrust Williams FJ44-3A FADEC powerplants. All refit legacy Citations with state-of-the-art Williams FJ44 powerplants, dramatically boosting performance, economy and reliability throughout the flight envelope.

A Quantum Leap in the Evolution of Citation Performance.

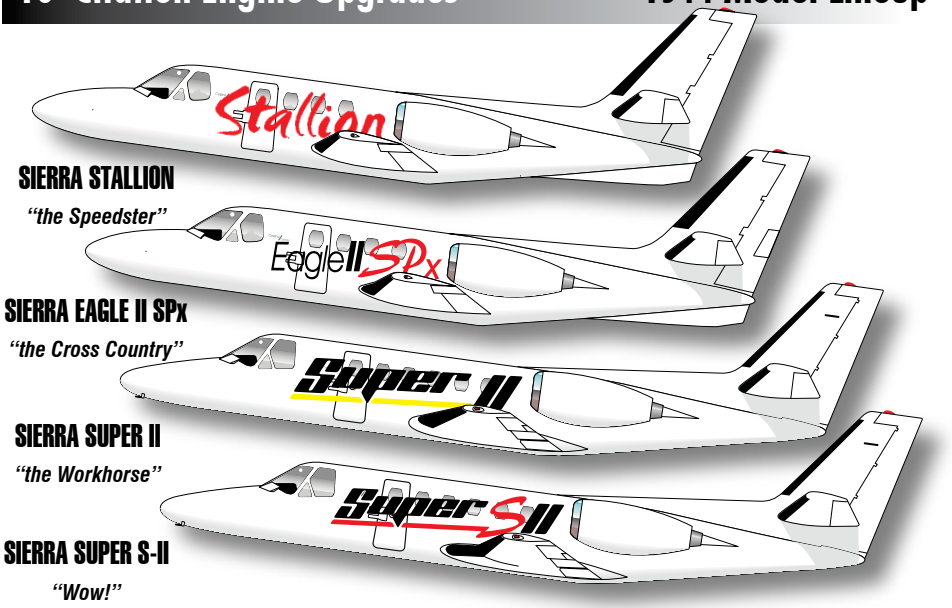
With the power and economy of Williams International's state-of-the-art FJ44 fanjets, Sierra has literally created a whole new class of light business jet. One that continues the Citation's proven, pilot-friendly flying qualities, while delivering a level of performance previously available only on aircraft costing millions more.

As you might imagine, developing complex and sophisticated modifications like the FJ44 Stallion and Eagle II is anything but simple. Fitting a brand new high-performance engine and supporting hardware into an existing aircraft is as much art as engineering. Sierra's talented design and engineering staff spent years tracking down the highest-quality components, designing and fabricating new parts and subassemblies, testing aircraft configurations and much more.

From high-strength structural supports and an additional reinforced crossbeam, to newly-designed engine inlets and new aft cowlings, we've spared no effort to produce the most exciting and thoroughly engineered modifications yet for the Cessna Citation. The engine's advanced alloy materials allow operation at higher temperatures, increase corrosion and fatigue resistance, and provide generous safety margins by reducing fatigue and increasing reliability. Modern electronic engine controls simplify management, increase efficiency and minimize noise and vibration. They also increase useful load and eliminate the need for heavy, cumbersome thrust reversers.

The result? A family of virtually brand-new, high-performance business aircraft that will provide the power, efficiency and economy you desire. At the same time, the Citation's proven airworthiness and reliable design will minimize downtime and maintenance expenses and maximize your aircraft investment.

FJ44 Model Lineup



SIERRA STALLION
"the Speedster"

SIERRA EAGLE II SPx
"the Cross Country"

SIERRA SUPER II
"the Workhorse"

SIERRA SUPER S-II
"Wow!"

Sierra FJ44 Re-Engining Model Lineup

Sierra's re-engining programs include Williams FJ44 performance upgrades for the Citation 500/501SP, Citation II (550/551SP) and Citation S-II (S550) models.

The ***Stallion*** modification replaces the 500/501SP's Pratt engines with 2,300 lb thrust Williams FJ44-2A powerplants, boosting speed by 50 knots and range by more than 250 nautical miles. The ***Eagle II SPx*** modification adds Sierra's Eagle wing modification to the Stallion engine upgrade, increasing fuel capacity by 130 gallons and extending range an additional 250 nautical miles. Both modifications are fully FAA and EASA approved.

The ***Super II*** modification upgrades Citation 550 and 551SP aircraft with 2820 lb. thrust FJ44-3A engines. The resulting aircraft boasts a maximum certified speed of 416 KTAS and range up to 1,775 nautical miles.

Sierra's ***Super S-II*** program upgrades the Citation S-II (S550) aircraft with FJ44-3A engines, increasing maximum speed to 426 KTAS and extending range to 2,300 nautical miles.

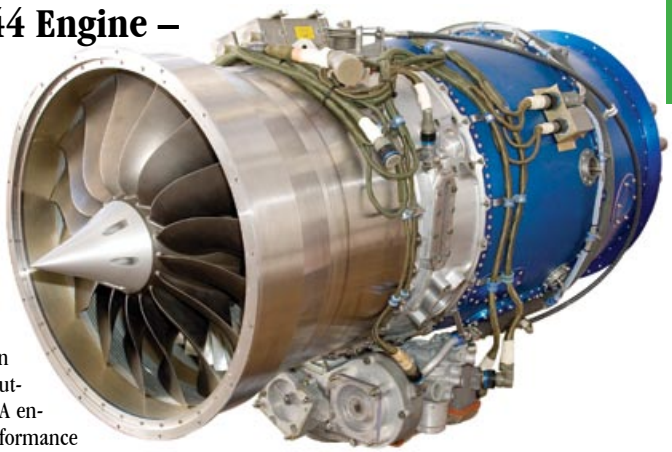
The Stallion and Super II and are also available in an extended-range XR version. This upgrade adds a 120 gallon fuel cell, extending cruise endurance by approximately 1 hour. Located at the aft cabin bulkhead, the 18" deep design minimizes CG changes and maintains virtually all other performance parameters of the aircraft. *See pages 55 & 68 for more details.*

Base Aircraft Model	Sierra Modification	Engine Model	Maximum Speed / Range*
Cessna Citation I (500/501SP)	Stallion	FJ44-2A	402 KTAS / 1,581 NM
	Stallion XR	FJ44-2A	402 KTAS / 2,029 NM
	Eagle II SPx	FJ44-2A	395 KTAS / 1,987 NM
Cessna Citation II (550/551SP)	Super II	FJ44-3A	416 KTAS / 2,064 NM
	Super II XR	FJ44-3A	416 KTAS / 2,470 NM
Cessna Citation S-II (S550)	Super S-II	FJ44-3A	426 KTAS / 2,610 NM

**Estimated range with full fuel & max. takeoff weight, VFR reserves. Based on customer experiences and Sierra flight test data.*

Prices subject to change without notice. Product application and pricing may vary based on aircraft specifications and configuration.

The Williams FJ44 Engine – Breakthrough Technology



FJ44-2A

The FJ44-2A is a remarkably efficient fanjet that provides superior performance. Applying Williams International's third-generation wide-sweep fan technology, the light weight and outstanding efficiency of the FJ44-2A enables aircraft to attain cruise performance that is competitive with much larger, more expensive business jets, while retaining the low operating and acquisition costs associated with turboprops. The FJ44-2 was first FAA certified in 1997 and has become the engine of choice for numerous aircraft.

The FJ44-2A uses the same core and LP turbine as Williams' FJ44-1. The unique fan and compressor sections of the FJ44-2A are a direct result of over 30 years experience with integrally bladed fans and compressors (blisks) used in various Williams International turbofan engines.

The FJ44-2A maintains the modest turbine temperatures of the FJ44-1 and retains all of Williams International's unique low-cost turbofan technology, such as the uncooled, high-pressure turbine, effusion-cooled combustor, and high-work, two-stage LP turbine. These components have all been thoroughly tested and proven for long endurance and long cycle life in the FJ44-1 program. A version of the FJ44-2 has been tested to 65,000 feet pressure altitude.

The outstanding combination of thrust, weight, and specific fuel rate at 40,000 ft., Mach 0.8 makes the FJ44-2A the ideal choice when you seek cruise performance for the dollar.

FJ44-3A

Ever since the reliable FJ44 family was launched with the FJ44-1 turbofan, Williams International been building on its technology and its tradition of success. The FJ44-3A was FAA certified in 2004. Performance for this engine is truly breathtaking! Thrust-to-weight ratio is increased dramatically over its predecessor. Efficiency improvement gives additional fuel savings. Truly a world class turbofan engine for FAR 23 and FAR 25 airplanes.

The unique fan and compressor sections of the FJ44-3A are a direct result of over 30 years experience with integrally bladed fans and compressors (blisks) used in various Williams International turbofan engines.

The FJ44-3A maintains the modest turbine temperatures of the FJ44-1 and FJ44-2 while retaining all of Williams International's unique low-cost turbofan technology, such as an uncooled, high-pressure turbine, an effusion-cooled combustor, and a high-work, two-stage LP turbine.

The remarkable combination of thrust, weight, and specific fuel rate at cruise makes the FJ44-3A the perfect choice for the utmost in performance and value.

Engine Characteristics	Diameter	Length	Thrust	Application	TBO	Warranty
Williams FJ44-2A	21.8 in.	47.2 in.	2,300 lb.	Stallion, Eagle II	3500 hrs	1 year*
Williams FJ44-3A	23 in.	48 in.	2,820 lb.	Super II, Super S-II	4000 hrs	1 year*

**For extended engine maintenance coverage, Williams offers the Total Assurance Program (TAP). Please see page 22 for details.*

Prices subject to change without notice. Product application and pricing may vary based on aircraft specifications and configuration.

Stock Citation vs Sierra FJ44 Performance

Aircraft model	Citation I & I/SP	Stallion	Stallion XR	Eagle II
Engines	PW JT15D-1A	FJ44-2A	FJ44-2A	FJ44-2A
Thrust (ea)	2200 lb.	2300 lb.	2300 lb.	2300 lb.
Maximum Speed	355 ktas	402 ktas	402 ktas	395 ktas
Cruise Speed (normal)	335 ktas	385 ktas	385 ktas	365 ktas
Cruise Speed (LR)	310 ktas	350 ktas	350 ktas	345 ktas
Climb - single engine	800 fpm	1500 fpm	1500 fpm	1500 fpm
Climb - two engines	2680 fpm	4000 fpm	4000 fpm	4000 fpm
Service Ceiling	41,000 ft	43,000 ft	43,000 ft	43,000 ft
Climb to max. altitude	78 min FL410	<25 min FL430	<25 min FL430	<25 min FL430
Climb to FL350 @ GW	22 min	15 min	15 min	15 min
Climb to FL410 @ GW	78 min	22 min	22 min	22 min
Max Range - VFR	1,020 nm	1,581 nm	2,029 nm	1,987 nm
Max Range - IFR, Seats Full	910 nm	1,230 nm	1,650 nm	1,645 nm
Takeoff (SL, ISA)	2,930 ft[1]	2,580 ft[1]	2,580 ft[1]	2,580 ft[1]
Takeoff (5000 ft, ISA +20° F)	5,890 ft[1]	5,134 ft[1]	5,134 ft[1]	5,134 ft[1]

[1]11,850 GW, zero wind

Weights:				
- Max Ramp Weight	12,000 lb.	12,650 lb.	12,650 lb.	12,650 lb.
- Max Takeoff Weight	11,850 lb.	12,500 lb.	12,500 lb.	12,500 lb.
- Max Landing Weight	11,350 lb.	11,350 lb.	11,350 lb.	11,350 lb.
- Max Zero Fuel Weight	8,400 lb.**	8,400 lb.	8,400 lb.	9,500 lb.
- Average BOW	7,400 lb.	7,050 lb.	7,120 lb.	7,230 lb.
- Max Useable Fuel Cap.	3,780 lb.	3,780 lb.	4,580 lb.	4,510 lb.
- Max Fuel Payload	820 lb.	1,670 lb.*	800 lb.	910 lb.

*** May be increased by SB* *** Limited by ZFW*

Prices subject to change without notice. Product application and pricing may vary based on aircraft specifications and configuration.

	Citation II	Super II	Super II XR	Citation S-II	Super S-II
	PW JT15D-4	FJ44-3A	FJ44-3A	PW JT15D-4B	FJ44-3A
	2500 lb.	2820 lb.	2820 lb.	2500 lb.	2820 lb.
	385 ktas	416 ktas	416 ktas	403 ktas	426 ktas
	377 ktas	400 ktas	400 ktas	385 ktas	420 ktas
	321 ktas	365 ktas	365 ktas	329 ktas	380 ktas
	1,057 fpm	1,780 fpm	1,780 fpm	860 fpm	1,640 fpm
	3,370 fpm	4,500 fpm	4,500 fpm	3,040 fpm	4,300 fpm
	43,000 ft	43,000 ft	43,000 ft	43,000 ft	43,000 ft
	>90 min FL430**	<25 min FL430	<25 min FL430	107 min FL430**	<25 min FL430
	24 min	13 min	13 min	21 min	12 min
	93 min**	21 min	21 min	107 min**	20 min
	1,529 nm	2,064 nm	2,470 nm	1,970 nm	2,610 nm
	1,220 nm	1,662 nm	2,050 nm	1,430 nm	1,800 nm
	2,990 ft [2]	2,826 ft [3]	2,826 ft [3]	3,240 ft [4]	3,045 ft [4]
	6,870 ft [2]	4,944 ft [3]	4,944 ft [3]	6,490 ft [4]	4,795 ft [4]
	13,500 lb.	14,300 lb. [1]	14,300 lb. [1]	15,300 lb.	15,300 lb.
	13,300 lb.	14,100 lb. [1]	14,100 lb. [1]	15,100 lb.	15,100 lb.
	12,700 lb.	12,700 lb.	12,700 lb.	14,400 lb.	14,400 lb.
	11,000 lb.	11,000 lb.	11,000 lb.	11,200 lb.	11,200 lb.
	7,801 lb.	7,801 lb.	7,871 lb.	9,000 lb.	9,000 lb.
	4,972 lb.	4,972 lb.	5,775 lb.	5,603 lb.	5,603 lb.
	527 lb.	1,727 lb.	854 lb.	497 lb.	497 lb.

[2]13,300 GW, zero wind
***Step climb required @ GW*

[3]14,100 GW, zero wind

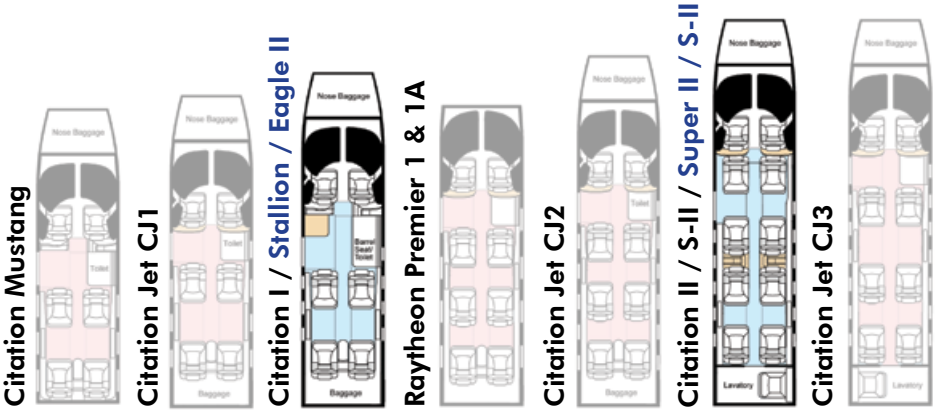
[4]15,100 GW, zero wind
***Step climb required @ GW*

SN - 0001 thru -0626

1. Citation 550 SN -627 thru -733; SN's thru -626 are 13,500 and 13,300 lbs., respectively. Gross Weight Increase Modification is available for early serial numbers to increase GW by 1200 lb. Please see page 68 for more information.

Prices subject to change without notice. Product application and pricing may vary based on aircraft specifications and configuration.

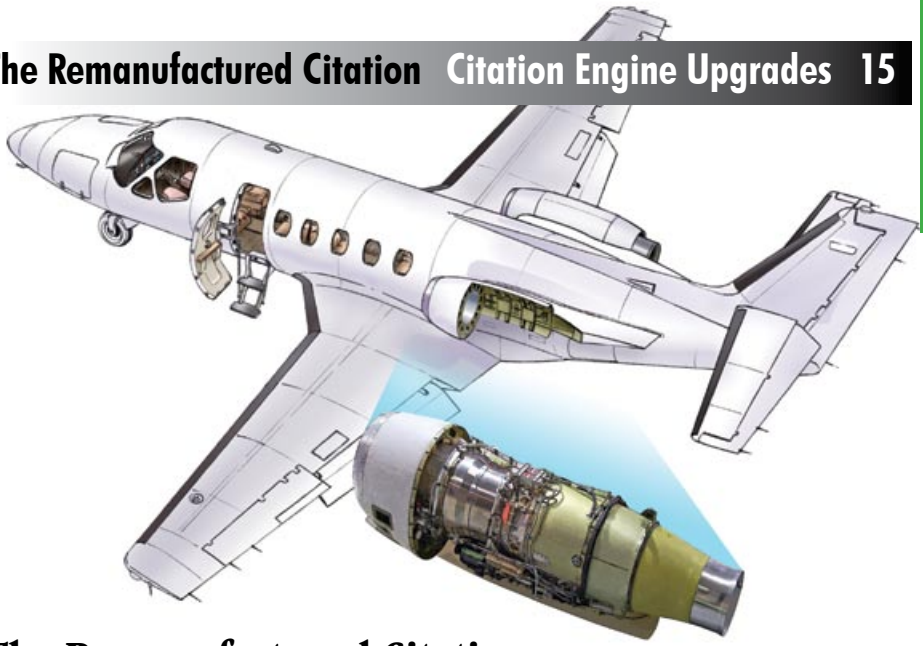
Competitive Comparison Chart —
Sierra FJ44 models to comparable aircraft


Citation Mustang
Citation Jet CJ1
Citation I / Stallion / Eagle II
Raytheon Premier 1 & 1A
Citation Jet CJ2
Citation II / S-II / Super II / S-II
Citation Jet CJ3

Aircraft Model	Engine	Thrust (ea)	Cabin length	Range[1]	Speed	Max Fuel Payload[2]
Citation Mustang	PW615F	1,460 lb	9.75 ft	1,175 NM	340 kt	600 lb
CJ1/CJ1+ (525)	FJ44-1	1,900 lb	11 ft	1,060 NM	377 kt	430 lb
Citation I (500/501)	JT15D-1	2,300 lb	12.7 ft	1,020 NM	355 kt	820 lb
Sierra Stallion	FJ44-2A	2,400 lb	12.7 ft	1,581 NM	402 kt	1,670 lb
Sierra Eagle II	FJ44-2A	2,400 lb	12.7 ft	1,987 NM	395 kt	910 lb
Premier 1 & 1A	FJ44-2A	2,300 lb	13.5 ft	1,385 NM	451 kt	524 lb
CJ2/CJ2+ (525)	FJ44-2C	2,490 lb	14.1 ft	1,613 NM	418 kt	695 lb
Citation II (550/551)	JT15D-4	2,500 lb	16 ft	1,594 NM	385 kt	527 lb
Sierra Super II	FJ44-3A	2,820 lb	16 ft	2,064 NM	416 kt	1,727 lb
Citation S-II (S550)	JT15D-4B	2,500 lb	16 ft	1,970 NM	403 kt	497 lb
Sierra Super S-II	FJ44-3A	2,820 lb	16 ft	2,610 NM	426 kt	497 lb
CJ3 (525B)	FJ44-3A	2,780 lb	16.1 ft	1,875 NM	417 kt	460 lb

(1) max. range w/ tanks full; data from Conklin & deDecker - Sierra figures derived from customer experience and flight test data.
(2) Full Fuel Payload; data from Conklin & deDecker - Sierra figures derived from customer experience and flight test data.

Prices subject to change without notice. Product application and pricing may vary based on aircraft specifications and configuration.



The Remanufactured Citation

For more than 25 years, Sierra Industries has had a singular vision — to transform the classic Cessna Citation into the aircraft it was meant to be. Beginning with simple modifications that enhanced the convenience and utility of the world's most popular business jet, we created — step by step — a suite of upgrades that can give a Citation owner a virtually brand new, "remanufactured" aircraft. An aircraft that is fully competitive in comfort, performance and efficiency with brand new light jets — but at about half the cost.

Sierra's slate of Williams FJ44-powered aircraft eliminate the single biggest drawback of the Citation series — the underpowered, obsolete and maintenance-intensive Pratt & Whitney powerplants. With new third-generation Williams engines and digital control systems, these aircraft outperform everything else in their price and weight class and cut maintenance costs by nearly 40%.

By combining state of the art engine and control technology with Sierra's unparalleled expertise in airframe refurbishment and a wide array of 21st century avionics options, a Sierra aircraft is clearly a game-changer, both for existing Citation owners and for new aircraft buyers.

The Cessna Citation has always been a superb pilot's aircraft — easy to fly, comfortable, and affordable. For the first time, you can add fast and efficient to that list.

Prices subject to change without notice. Product application and pricing may vary based on aircraft specifications and configuration.

How the Williams Total Assurance Program (TAP Elite) Saves You Money on Maintenance

Next to fuel itself, engine maintenance is the single highest direct operating expense for a business jet like the Citation series.

A common misconception about engine service plans is that they are merely expensive insurance policies. Some operators feel that if they assume the engine condition risks themselves, they will save money. This is not true. Retail costs for scheduled maintenance for an engine from delivery through core section inspection is more expensive than the payments into TAP. (Scheduled maintenance is defined as: one full complete engine maintenance cycle, including check 1 inspection, check 2 inspection, hot section inspection, core section inspection, shipping and engine R&R.). This is true even if there are no unexpected events during the life of the engine.

Participation in TAP is less expensive even if nothing goes wrong. The insurance part of the program that covers unscheduled maintenance is essentially free. The continuous updates covered in the program are essentially free. Wear-out items, oil at your oil change, and more are all covered under this program, essentially free. Moreover all Life Limited Parts are replaced essentially free.

Sometimes an operator will question the need for TAP when the engines are still on warranty. But, scheduled maintenance is not covered under the standard warranty. Turbine engines have FAA-required scheduled maintenance, and this is the single most costly maintenance item on the aircraft. TAP is based on the scheduled maintenance that is required.

There are two main reasons why Williams International can offer such a comprehensive program at such reasonable costs. First, as they collect predictable incremental payments, money is paid early. Not only are you paying for future maintenance with cheaper dollars, you are receiving a discount for advanced payment. Second, Williams is the manufacturer of your engines; no one can be more cost-efficient when it comes to maintaining your engines. As a company, Williams wants every FJ44 engine to be maintained to their high standards.

This investment in your engine maintenance is different from conventional investments. Certainly, you could argue that, if properly invested, the same amount of money that is paid into TAP could gain more. Perhaps this is true, if the right investments were made. But, you are now assuming ***all*** the risk, and the required maintenance will still cost much more than the principal. Operators who only figure the cost of HSI and CSI without considering ALL that is covered, erroneously perform the analysis.

Williams has developed a spreadsheet tool that will help you to analyze the cost/benefit of the Total Assurance Program. Call your Sierra representative today and find out why more operators are enrolling into the Williams International Total Assurance Program.

As an added incentive for new Sierra re-engining modification customers, Williams offers a 15% discount for the first 1000 hours for all new FJ44 engine installations. Please call Sierra for details.

Re-engining your Citation with the Williams FJ44 can provide you with a quick Return on Investment (ROI) in as little as 3 to 5 years. In addition, you can enjoy the performance, efficiency and risk-free engine maintenance costs of the enhanced aircraft now. Call Sierra for more information on calculating your ROI.

powered by Williams International

Prices subject to change without notice. Product application and pricing may vary based on aircraft specifications and configuration.

Maintenance Costs — Williams FJ44 vs. Pratt JT-15D

Perhaps the most significant consideration in whether to re-engine your Citation is the ongoing maintenance cost of engines. Williams International's highly-regarded Total Assurance Program (TAP) is a simple and cost-effective approach to achieving consistent and preditable long-term engine maintenance.

The TAP Elite program is the most comprehensive in the industry, saving the operator substantial money (approx. $300K in savings by TBO — see chart below). When Total Assurance Program payments are compared to just required, scheduled engine maintenance, substantial savings are realized.

TAP Elite provides full coverage (scheduled and unscheduled parts and labor) with no exclusions except for foreign object damage, corrosion, fire, or any other external detrimental factors. The un-scheduled maintenance coverage for parts and labor is parallel to having full engine warranty for as long as enrolled.

Basically, parts and labor for all scheduled and unscheduled maintenance is covered, excluding the above stated exceptions. The Operator normally should not encounter any engine maintenance related bills. The TAP "Elite" program covers the following:

- All routine maintenance, parts and labor.
- HSI and CSI, parts and labor.
- Life Limited Components, (excluding the above stated exceptions, i.e. FOD).
- Troubleshooting (no maximum hour limit, with prior approval).
- Shipping of parts and engines (including loaner engines when applicable).
- Wear-out items such as igniter plugs and start nozzle are 100%covered.
- 100% coverage for parts and labor on all recommended and mandatory Service Bulletins.
- Engine removal and re-installation 100% covered (including loaner engines when applicable).
- Oil at the oil change.
- Service Manual and Service Bulletin Revisions at no charge.
- Loaner engines at the TAP "Elite" rate (no event or daily fee).

As a bonus the Operator also receives the following:

- All recommended and mandatory service bulletins covered 100% parts and labor.
- The equivalent of full engine warranty for as long as enrolled.
- Accrual for all Life Limited Components.
- Higher Resale Value on the aircraft.
- Potential Tax Advantages.

Williams TAP Elite vs. Typical Pratt Maintenance

Category	Williams TAP Elite	Pratt Maintenance Program	Self-financed (estimated)
Engine model	**FJ44-3A**	JT15D-4	
Overhaul / Hot Section interval	**4000 hours / 2000 hours**	3500 hours / 1750 hours	
Hot Section cost	**included**	included	$17.50 / hr
Overhaul cost	**included**	included	**$75.70 / hr
Life-limited parts cost	**included**	included	$52.35 / hr.
Maintenance program cost	**$126.82 / hr**	$151.20 / hr	(total) $145.55 / hr
Enrollment Fee	**none**	$22,000.00	n/a
Removal & Replacement	**included**	$7.83 / hr	n/a
Engine/Parts Shipping	**included**	not included	n/a
Total hourly cost (1st 1000 hrs)	***$107.80 / hr**	$162.17 / hr	***$145.55+ / hr
Total hourly cost (3500 hrs)	**$121.38 / hr**	$162.17 / hr	***$145.55+ / hr
Total: 3500 hrs x 2 engines	**$849,700.00**	$1,135,210.00	unknown

**Williams offers a 15% discount for the first 1000 hours for all new FJ44 engine installations. Please call Sierra for details.*

***Typical average figure — overhaul costs can be highly variable - ranging from the $250,000 range to over $500,000 in some cases.*

****Does not include reserve for unscheduled items, rental engine cost or removal & replacement.*

Information derived from websites and industry publications. For comparative purposes only. Please consult your financial advisor for your specific requirements. Figures do not include CPI adjustments - actual savings will be greater once inflation is taken into account.

Prices subject to change without notice. Product application and pricing may vary based on aircraft specifications and configuration.

Questions and Answers about Re-engining Your Aircraft:

With the recent high-profile activity in the light jet (and very light jet) market, the options and the questions seem to be growing at an almost exponential rate. Drawing on our years of experience in the Citation overhaul market, we've tried to answer some of the most common questions below:

What are the advantages of re-engining a used Citation vs. purchasing a new light jet?

First of all, ***saving money***. For the cost of a brand new VLJ like Cessna's Mustang, a re-engined Citation 500/501SP offers greater range, carrying capacity, and speed. In fact, many of the performance numbers are comparable to light jets costing more than twice as much. Nearly all other light jets in this price range offer significantly smaller cabins, shorter range, less speed or are still "powerpoint planes" that have yet to make a delivery.

Second, ***performance***. Sierra's FJ44-powered aircraft offer dramatic improvements in overall performance (much greater range and cruising speed, with climb-to-altitude times cut in half or better!). State-of-the-art FADEC (Full Authority Digital Engine Control) engine controls provide a quieter cabin and increased reliability, as well as contributing to shorter takeoff and landing distances.

Third, ***economy***. The state-of-the-art third generation engine technology in the Williams FJ44 cuts overall fuel consumption (and atmospheric emissions) by up to 25%, while providing the speed, range and reliability advantages mentioned above.

How long does an FJ44 re-engining modification take?

The Sierra FJ44 Stallion is available with a short lead time. Down time for the modification is in the 10 - 12 week range, while most new VLJ's and competitive light jets are either years away from delivery or have waiting lists of well over a year. Many of our customers take advantage of the short down time by refurbishing the paint, interior and avionics as well, resulting in a virtually "new" aircraft. Super II and Super S-II modification times are similar.

The full Sierra FJ44 Eagle II modification, which adds the classic Eagle wing modification and substantially increased fuel capacity to the FJ44 re-engining, can add another 6 weeks to the modification time.

What about my existing aircraft engines?

The prevailing wisdom in the aviation community has been, for a long time, that the best time to upgrade your engines is at TBO, when the old engines are "maxed out." This paradigm is overdue for a change, particularly with respect to Citation 500 and 550 series aircraft.

Due partly to Sierra's successful FJ44 Eagle II and Stallion programs, there are increasing numbers of high-time used Pratt & Whitney JT15D-1A engines in the marketplace, driving down the value of TBO engines. Another contributing factor is a sharp decline in the number of JT15D-1A overhauls being performed by approved P&W facilities. This is having a predictable effect on the market, with the supply of ready-to-overhaul engines outstripping demand and driving down prices.

Operators who expect to wait until TBO before having their aircraft re-engined will likely see lower core values, more difficulty selling or trading their engines, and/or more difficulty and expense finding facilities to overhaul their old engines.

The most attractive option is not to wait, but to schedule your aircraft for re-engining while your existing engines still have useable remaining time and decent core value. In addition to the financial advantages, you and your passengers could be enjoying the speed, comfort and efficiency benefits of an FJ44-powered aircraft NOW, rather than waiting on your old engines to wear out.

Finally, the increasing demand for re-engine modifications will undoubtedly lead to increased prices in the future, as well as longer waits for available slots in the schedule. As *Business & Commercial Aviation* magazine said in a recent article* on re-engining programs, "...the red-hot market for business aircraft overall, which is pushing new airframe production capacity to its limit, means an airplane in the hand is worth two in the order book for people who can't wait."

For more information, please call your Sierra representative or visit us at **www.sijet.com**.

**Business & Commercial Aviation, December 2006*

SierraFILE

What About Thrust Reversers?
Sierra Stallion/Super II & Super S-II Modifications

Why Thrust Reversers are not used on Sierra's re-engined FJ44 aircraft.

There are a number of reasons that thrust reversers were not designed into the Sierra Citation re-engining programs and are not required in Sierra's FJ44 engined aircraft. Among these are the following:

1. **New Engine Design:** The ECU/FADEC controlled Williams Engines roll back to ground idle upon touchdown, thereby significantly reducing the residual thrust and the resultant runway requirements.
2. **Reduced Operating Expenses:** Thrust reversers are expensive to maintain given their multiple moving parts, which are becoming increasing scarce.
3. **Lower Empty Weight:** The thrust reverser system weighs approximately 150-160 lbs. — almost the equivalent of another passenger. The elimination of thrust reversers and associated systems result in a lighter aircraft — lower weight means lower landing speeds.
4. **Optimized Performance:** Thrust reversers cause penalties in cruise from increased drag and a less than ideal exhaust nozzle shape. This is wasteful, given that thrust reversers, if used, are deployed for only few seconds of every flight. This means that the 0.1% benefit is penalizing 99.9% of the flight.
5. **Modern Aircraft Standards:** *None* of the new production light jets in the Citation's class are designed with thrust reversers, including CJ's, Premiers, Mustangs, Eclipses, and Phenoms. Thrust reversers were popular in 1960's – 1970's vintage designs due to high residual engine thrust and the sluggish engine spool-up times of older generation engines. If thrust reversers are a perceived requirement, light jet aircraft choices will be severely limited.
6. **Excellent Slow Speed Handling:** The Citation product line is known worldwide for its benign flying characteristics, including excellent low speed handling. The Citation landing field lengths from the FAA Approved Flight Manual were generated without the benefit of thrust reversers (FAA does not allow the use of thrust reverse for creation of landing distance charts) and in most cases are less than the takeoff distance.
7. **T/R's promote an AFT CG:** This is not desirable in the Citation or any aircraft.
8. **There is no T/R available for the Williams Engine:** No manufacturer has developed or certified a thrust reverse system for the Williams FJ44 engine.
9. **Uncompromised Safety:** The combination of Citation handling, virtual elimination of residual thrust on the ground, improved weight and balance, and all around higher thrust availability on take-off take Sierra's Stallion, Super II and Super S-II to new levels of safety.
10. **Very Strong Market Penetration:** Some 50 Sierra FJ44 aircraft are flying today — none of which have thrust reversers. Operators across the world have amassed a total of over 15,000 flight hours (roughly 15,000 landings) without incident or problems on landing, making the Stallion the #1 aftermarket light jet aircraft conversion today.
11. **And finally, Proper Pilotage is important:** While the Citation and specifically Sierra's Stallion, Super II and Super S-II are a very intuitive and easy to fly airplanes, in fact easier than most twins, turboprops, and legacy aircraft, jet flying demands precision, professionalism, and proper pilotage. Pilots don't need to be perfect but they do have to be proficient. Sierra includes one-on-one pilot differences training for each new FJ44 aircraft owner and may also work to attain discounted rates at the leading professional flight training centers.

Additional Information:

Thrust reversers are an old and we believe, obsolete, solution to the problem of braking, created decades ago before the invention of digital engine controls. The FADEC (full authority digital engine control) system that is part of Sierra's FJ44 conversions reduces the Williams ground idle thrust to a negligible level.

Without FADEC control, each P&W engine at idle produces approximately 200 lbs of thrust, or 400 lbs total. This force puts a significant load on the aircraft braking system, providing a need for the additional braking capability of thrust reversers. The thrust reversers impose a serious penalty in weight and drag, reducing useable load and cruise speed and increasing maintenance cost - all for a benefit that is used for only a few seconds per flight.

With fully up-to-date electronic controls, Williams FJ44 engines have an idle thrust of only 40-60 lbs, greatly reducing the load on the brakes and reducing the total aircraft weight as well. With modern technology, the overall braking capability of the aircraft is better with Williams engines and no TR's than with P&W engines and TR's. Even in the Citation flight manual, all charts assume there are no TR's.

Proving the point, note that *all* new aircraft in the light jet class no longer utilize thrust reversers - even Cessna has taken advantage of this capability and eliminated thrust attenuators from the CJ3 design and removed them from the CJ1+ and CJ2+ models.

The G501SP 'Glass Cockpit' Flight Display Suite

The Sierra G501SP retrofit program brings your cockpit into the 21st century with a tightly-integrated "glass panel" upgrade. By combining Garmin's versatile, high-performance G1000-series LCD digital displays with our extensive Citation engineering expertise, Sierra offers you a complete, customized avionics solution, fully STC'd for the Citation 501SP.

It's likely you already have a few Sierra upgrades on your aircraft. If so, you're already acquainted with Sierra's quality engineering and workmanship. The Sierra G501SP program offers yet another way to give your classic aircraft the capabilities of a brand new jet at a fraction of the cost. Trade in your old instruments, choose the options that make sense for your individual needs and let Sierra do the rest. With Garmin's world-class avionics and Sierra's engineering expertise, you can't go wrong.

Integrate Your Cockpit

The G501SP puts a wealth of flight-critical data at your fingertips. Its glass flightdeck presents flight instrumentation, navigation, weather, terrain, traffic and engine data on large-format, high-resolution displays. The simple, intuitive interface makes it easy to learn and navigate.

Customize Your Display

Sierra's PMA-certified machine shop utilizes the latest in sophisticated waterjet cutting technology to custom-machine instrument panels to individual owner requirements. Using this high-precision cutting machine, Sierra's technicians will customize your installation for your unique requirements, functionally blending the G501SP flight deck with your existing instruments. Our CNC machining expertise means a perfect fit for both your original and new avionics components, with virtually no additional finishing or adjustments.

Enjoy Advanced AHRS Architecture

The G501SP replaces traditional mechanical gyroscopic flight instruments with Garmin's ultra reliable GRS77 Attitude and Heading Reference System (AHRS). AHRS provides accurate, digital output and referencing of your aircraft position, rate, vector and acceleration data. It's even able to restart and properly reference itself while your aircraft is moving.

Prices subject to change without notice. Product application and pricing may vary based on aircraft specifications and configuration.

Enhanced Situational Awareness

The sophisticated G501SP flight deck seamlessly integrates built-in terrain and navigation databases, providing a clear, concise picture of where you are and where you're heading. A Jeppesen® database supports onscreen navigation, communication and mapping functions. For safer arrivals and departures, optional ChartView™ – available through Jeppesen's JeppView™ subscription service – lets you overlay your aircraft's position on the electronic approach chart to provide a visual crosscheck. Using information from the built-in terrain and U.S. obstacles databases, the system displays color coding to graphically alert you when proximity conflicts loom ahead. In addition, the G501SP can be augmented with optional Class-B Terrain Awareness and Warning System (TAWS) for an extra margin of safety in the air.

View your position on taxiways with SafeTaxi®, a built-in database of over 650 U.S. airport diagrams. Optional FliteCharts®, an electronic version of the National Aeronautical Chart Office (NACO) U.S. Terminal Procedures Publication, lets you quickly find and view all NACO Departure Procedures (DP), Standard Terminal Arrival Routes (STARs), approach charts and airport diagrams on the MFD.

The Basic G501SP Avionics Suite Includes:

- Dual Garmin GDU 1040, 10.4" Primary Flight Displays with three axis flight dynamics, air speed, altitude, VS, HSI with perspective modes
- Center panel Garmin GDU 1040, 10.4" Multi Function Display
- Dual Garmin GDC 74A Integrated Digital Air Data Computers with constant display of TAS, CAS, Wind Direction, VSI and TAT
- Dual GRS77 Attitude and Heading Reference System (AHARS) units
- Dual Garmin GIA63W, Integrated radio modules with IFR approved GPS, VHF navigation with ILS and VHF communication with 16-watt 8.33-kHz transceivers
- Dual GMA 1347 Digital Audio Panel w/Marker Beacon and Intercom
- Dual GTX 33 Integrated Transponders
- Dual Garmin GMU 44 Magnetometers
- GWX 68 Weather Radar
- Dual GA 36 GPS WAAS Antennae
- GAD 42 Interface Adapter, Sierra Autopilot Interface and Configuration Module
- Sierra Customized Glareshield/Annunciator Panel

Sierra G501SP Avionics Suite for Citation 501 Aircraft: see page 48

Selected G501SP Optional Upgrades

- Dual Sierra Meggitt EIDS Electronic Engine Instrument Displays
- Choice of 2", 3" or L3 Trilogy digital "all-in-one" standby instrumentation
- SVT Synthetic Vision upgrade
- FlightCharts or Jeppesen Charts upgrade (subscription required)
- GDL 69A upgrade with XM Weather and/or XM Radio (subscription required)
- Pedestal-mounted GCU 477 Alphanumeric Keypad Interface
- TAWS A or B upgrade
- Single or Dual GTX 330 with Mode S and TIS
- Traffic Awareness upgrades include TIS, TAS 820, TAS 850 and ADS-B

Prices subject to change without notice. Product application and pricing may vary based on aircraft specifications and configuration.

Universal 890R Dual Display System

This advanced, large-format instrument suite is the most capable and most cost-effective solution we've found for bringing your Citation into the 21st century "glass cockpit" era. Shown above in a typical Sierra installation with a dual pilot / single copilot display, the 890R supports a wide array of information interfaces and display capabilities.

Advanced display technology and innovative presentation symbology provide all the information you need in an uncluttered, easy-to-read format that will maximize your situational awareness. High resolution, high contrast displays with an extremely wide range of viewing angles are easily readable in virtually any ambient lighting condition.

Vision-1®

PFD Display

Charts

Airport Diagrams

The PFD displays flight guidance, vertical speed, airspeed, altitude and heading, along with every bug, marker and detail you could desire over the full-screen ADI display. Multiple pilot-selectable display formats are available, including Vision-1, map and HSI displays, along with imagery from a variety of interfaced systems.

With all critical Primary Flight Data displayed on the PFD, the Navigation Display is available for viewing map, HSI, Vision-1, TAWS, checklists and electronic documents. Charts, UniLink® Data/Weather graphics, WSI weather, weather radar and other sources can also be displayed. In addition, a navigation progress data block is displayed in the upper portion of the screen in most ND modes, providing valuable real-time navigational information.

The 890R system is designed to accomodate emerging and future display technologies, offering for example, an additional VGA input for connecting TAWS, Vision-1, onboard video camera sources and more.

Prices subject to change without notice. Product application and pricing may vary based on aircraft specifications and configuration.

Sandel SN-4500 Multifunction Display

The 4" x 4" Sandel SN-4500 MFD/EHSI/EFIS is a superb and affordable upgrade for your Citation cockpit. Similar to the advanced displays found in the newest generation of aircraft, the SN4500 is the ideal replacement for aging electromechanical HSIs. Featuring Sandel's patented bright, 360-degree readable (180 degrees in both horizontal and vertical axes) display, the SN4500 boasts a long-life backlight and unequaled sunlight visibility. It also incorporates Sandel's Smart I/OTM, which automatically accepts input from analog and digital aircraft systems.

The SN4500 4X4 EHSI improves situational awareness by presenting Compass, Map, Flight Plan and safety systems data in a bright, crisp format. FAA-certified as a primary navigation display, the SN4500 can even present overlaid returns from your onboard weather radar system, along with traffic information from TCAS, TCAD and TAS receivers.

Sandel SA-4550 Electronic Attitude Display Indicator (EADI)

The perfect complement to the SN-4500, the 4" x 4" Sandel SN-4550 EADI is an ideal update for aging electromechanical ADI's. Featuring an LED-backlit display, the SA4550 upgrades your panel with bright, easy-to-read attitude information, without requiring changes to your autopilot's certification. With its Smart I/O, the SA4550 accepts input from virtually any gyro source to provide a clear, reliable depiction of the aircraft's attitude in pitch and roll.

The SA-4550 incorporates such standard ADI features as flight director command bars and glideslope/localizer deviation scale, along with a fast/slow indicator and mode annunciations to make flying easier and safer. A selectable single-cue/split-cue display option is also available, and the SA-4550 is designed for plug compatibility with popular Sperry and Collins units.

SIERRA PRIMARY and MULTIFUNCTION FLIGHT DISPLAYS

Description	Applications	Installed Price
Universal 890R Dual Display System — 8.9" diagonal multifunction active matrix LCD displays with multiple ARINC, CSDB, digital and analog input and output ports. Please call for configuration and upgrade options and price quote for your specific aircraft application.	Part 23, Part 25	**from $415,121.00**
Sandel SN-4500 HSI — 4x4 inch MFD/EHSI/EFIS with wide-angle backlit LCD display. Call for upgrade options and installation quote for your aircraft.	Part 23, Part 25	**from $26,650.00**
Sandel SA-4550 ADI — 4x4 inch EADI with wide-angle backlit LCD display. Call for upgrade options and installation quote for your aircraft.	Part 23, Part 25	**from $26,650.00**

Prices shown are for a typically equipped aircraft and are for reference only. Please call or email your Sierra representative with your existing equipment list for a formal quotation tailored to your specific aircraft configuration.

Honeywell Multifunction Radar Display

Our new MFRD combines the display of weather radar, traffic, terrain, and navigation maps and other data into a single 6.242" x 4.815" spacesaving multi-function instrument. And with greater than 200 dots per inch, the Honeywell MFRD is the highest resolution display of its size in the industry.

Honeywell's new MFRD is designed to work with the avionics you have today, and, is so versatile that it is easily updated to work with the avionics of tomorrow. With the coming changes in communication, navigation, surveillance/air traffic management (CNS/ATM), this MFRD prepares your airplane for the new world of free-flight. This unit is tough, reliable and easy to upgrade.

The display combines high-reliability, high-resolution and logical controls.The five hard control keys give you one-touch toggling between the primary functions. The soft key menus provide the ability to input data and quickly update the display with a variety of operator-selected tools. The encoder control knob adjusts the display's backlight brightness for optimal viewing. The encoder is also used to input tilt angle, gain values, and range selection for weather radar. Use the joystick input to easily edit the FMS NAV waypoints to update your course.

Universal MFD-640 Multifunction Display

In today's cockpit environment, panel real estate is scarce and information is plentiful. The Universal Avionics MFD-640 Multi-Function Display offers a convenient, versatile and powerful retrofit solution.

This controller is designed to provide full functionality when replacing your older PRIMUS 300(SL) and 400 weather radar indicators. The MFD-640 can also be used to upgrade the displays for the Honeywell 880/660/440 series and Collins 850 radars.

You'll gain the ability to access a wealth of additional information including our TAWS Terrain Awareness and Warning System displays in map, profile and 3-D views. View Flight Management System data including your flightplan with surrounding navaids, airports and more. Monitor VOR/DME bearing/distance on the 360-degree or arc compass rose. Show surrounding air traffic. You can even view uplinked weather maps or access an onboard video camera. The MFD-640's 6.4 inch diagonal display also features superior sunlight readability, high resolution and contrast, and super-wide viewing angles.

Universal UNS-1Ew Flight Management

The UNS-1Ew is a full-featured WAAS/SBAS flight management system in an integrated package which includes control/display functions, navigation computer and integral GPS/WAAS receiver in a single unit. The 5-inch diagonal high-contrast display offers superb sunlight readability and can display graphics and video from UniLink, TAWS, Vision-1 and many other sources.

Line select and function keys and a full alphanumeric keyboard provide easy data selection and entry, making complex flight maneuvers easy to manage with just a few keystrokes.

Prices subject to change without notice. Product application and pricing may vary based on aircraft specifications and configuration.

Avidyne EX5000 MFD

The EX5000 is the most advanced, yet easy-to-use large-format MFD available for the Citation. Special-use and class airspaces are color-keyed for added clarity, and can be displayed at the same time as NEXRAD or weather radar data for a more complete picture. Full overlay capability allows you to add or remove traffic, lightning, and radar, with 180-degree forward view and 360-degree center view maps.

The EX5000's "map-centric" operation displays a moving map of your flight plan – along with radar, datalink weather and special-use airspace. Plus traffic, terrain, lightning and more, without ever leaving the map page. It's the only large-format display that provides the complete picture and it's the easiest to use. And Sierra's price even includes the Bendix/King RDR 2000 interface.

Above: EX5000

Right: EX600

Avidyne EX 500/600 MFDs

For EX5000 functionality in a more compact package, the EX500 and EX600 provide the same "map-centric" approach in a unit designed to fit in a standard 6.25-inch 'mark-width' radio stack. The EX500 provides a high-resolution 5.5" display, while the EX600 features a full 640x480 VGA 5.8" display and adds MLX770/MLX780 2-way datalink support for Avidyne/WSI weather and text messaging capability.

Garmin GMX 200 Multifunction Displays

Garmin's GMX 200 boasts a large 6.5" display and is available in Standard, Traffic, Radar and Radar/Traffic versions for virtually any panel configuration. The GMX 200 can also be interfaced with Garmin's GWX 68™, a new color digital weather radar with 6.5 KW of transmit power. When connected to the GWX 68™, the Radar/Traffic model displays real-time weather ahead of the aircraft supporting both horizontal and vertical perspectives. The GMX 200 can be easily interfaced to TAWS, TIS, TCAS-1, TAS and more. Please call for a detailed quote.

SIERRA MFD / FMS Upgrades

Description	Applications	Installed Price
Honeywell Multifunction Radar Display — 6.3" diag. full color display	Part 23, Part 25	**$73,100.00**
Universal MFD-640 Multi-Function Display — 6.4" diag. full color display		**$68,100.00**
Universal UNS-1Ew Flight Management System — 5" diag. color display		**$109,550.00**
Avidyne EX 5000 Multifunction Display —10.4" diag. full color display	Part 23. Pt. 25 available*	**$25,400.00**
Avidyne EX 500 Multifunction Display — 5.5" diag. full color display		**$17,275.00**
Avidyne EX 600 Multifunction Display — 5.8" diag. full color VGA display		**$20,400.00**
Garmin GMX 200 STD Multifunction Display — 6.5" diag. full color display		**$16,338.00**

*Part 25 available for reference only – Primary Pt 25 approved radar indicator must be maintained.

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Prices subject to change without notice. Product application and pricing may vary based on aircraft specifications and configuration.

Garmin GNS430W, AW

GNS 430W is an all-in-one GPS/Nav/Comm solution. It features a WAAS-certified GPS, 2280-channel capacity comm and 200-channel ILS/VOR with localizer and glideslope. Traditionally it would take a host of components to provide the capabilities of this one smart box. High-speed 5 Hz processing makes navigation calculations and map redraw rates five times faster than earlier GNS series navigators. The standard GNS 430W features a 10-watt comm, and for a slightly higher price, GNS 430AW delivers 16 watts of power output.

The 4-inch high-contrast display with brilliant colors makes it easy to read and interpret pilot-critical information. Effective use of color makes it easy to see your position relative to ground features, chart data, navaids, flight plan routings, approach procedures and more. Conveniently scan information from wide viewing angles, even in direct sunlight.

GNS 430W seamlessly integrates built-in terrain and navigation databases, providing a clear, concise picture of where you are and where you're heading. The 430W's huge Jeppesen® database, updated with front-loading data cards, contains location reference for all airports, VORs, NDBs, Intersections, Flight Service Stations, published approaches, SIDs/STARs, Special Use Airspace and geopolitical boundaries. A detailed basemap clearly shows airports, cities, highways, railroads, rivers, lakes, coastlines and more.

GNS 430W is easy to interface with a wide array of optional sensors and tracking systems, allowing you to see and avoid hazards such as threatening weather, lightning or air traffic. Optional upgrades include XM WX Satellite Weather, NEXRAD, METARs, TAFs, lightning and more. Please call for more details.

Garmin GNS530W, AW

GNS 430W is an all-in-one GPS/Nav/Comm solution. It features a WAAS-certified GPS, 2280-channel capacity comm and 200-channel ILS/VOR with localizer and glideslope. It is approved to fly LPV "glideslope" approaches without reference to ground-based navaids of any kind. Featuring an advanced 15-channel receiver capable of five position updates per second, GNS 530W meets the FAA's stringent TSO C146a standards for WAAS "sole means" navigation — providing vertical and lateral approach guidance into thousands of U.S. airports previously inaccessible in IFR conditions. The standard GNS 530W features a 10-watt comm, and for a slightly higher price, GNS 530AW delivers 16 watts of power output.

The 5-inch high-contrast color display makes it easy to see your position relative to ground features, chart data, navaids, flight plan routings, approach procedures and more. Conveniently scan information from wide viewing angles, even in direct sunlight.

A detailed basemap clearly shows airports, cities, highways, railroads, rivers, lakes, coastlines and more. Using information from the built-in terrain and U.S. obstacles databases, the 530W displays color coding to graphically alert you when proximity conflicts loom ahead. In addition, you can augment GNS 530W with optional Class-B Terrain Awareness and Warning System (TAWS) for an extra margin of safety in the air.

With an additional monthly service fee, the optional GDL 69A datalink (see page 25) delivers XM Satellite Radio to your aircraft. Add the Garmin GTX 330 Mode S transponder, and GNS 530W will also display Traffic Information Services (TIS) alerts that identify surrounding air traffic.

Garmin GPS400, GPS500

The GPS 400W and its larger companion, the GPS 500W, provide big-picture situational awareness, WAAS navigation and a host of interface capabilities. GPS 400W is a WAAS-certified GPS with color moving map and includes the popular features of the GNS 430W — minus the nav and comm.

The GPS 400W features a 4-inch high contrast display and comes with built-in WAAS navigation capabilities. It is approved to fly LPV "glideslope" approaches without reference to ground-based navaids of any kind. Featuring an advanced 15-channel receiver capable of five position updates per second, GPS 400W meets the FAA's stringent TSO C146a standards for WAAS "sole means" navigation — providing vertical and lateral approach guidance into thousands of U.S. airports previously inaccessible in IFR conditions.

The GPS 500W includes a larger 5" display and seamlessly integrates built-in terrain and navigation databases, providing a clear, concise picture of where you are and where you're heading. The 500W's huge Jeppesen® database, updated with front-loading data cards, contains location reference for all airports, VORs, NDBs, Intersections, Flight Service Stations, published approaches, SIDs/STARs, Special Use Airspace and geopolitical boundaries. In addition, you can augment GNS 500W with optional Class-B Terrain Awareness and Warning System (TAWS) for an extra margin of safety in the air.

Garmin GTX327, GTX330

The panel-mounted GTX 327 is a TSO-certified Mode C digital transponder, featuring a solid state design, with no warm up time, lower power consumption and much lower heat emissions. It provides 200 watts nominal power output and has an easy-to-read DSTN liquid crystal display which reverses the numbers out of black for optimal viewing.

The GTX330 Mode S digital transponder increases power output to 250 watts and includes remote ident and auto standby, altitude monitor with voice alerts, TIS traffic interface, and an easy-to-read LCD display. The GTX330D adds an antenna diversity option for improved air-to-air surveillance of TCAS-equipped aircraft flying above you.

SIERRA NAV / COM / GPS Upgrades

Description	Applications	Installed Price
Garmin GNS430W GPS/NAV/COM — 4" diag. full color display	Part 23, Part 25	**$17,951.00**
Garmin GNS430AW GPS/NAV/COM — 4" diag. full color display		**$21,292.00**
Garmin GNS530W GPS/NAV/COM — 5" diag. full color display (w/o TAWS)		**$29,355.00**
Garmin GNS530AW GPS/NAV/COM — 5" diag. full color display		**$33,105.00**
Garmin GPS400W — 4" diag. full color display, WAAS		**$14,525.00**
Garmin GPS500W — 5" diag. full color display, WAAS, optional TAWS		**$25,9000.00**
Garmin GTX327 Transponder — 200 watt Mode C, LCD display		**$6,574.00**
Garmin GTX330 Transponder — 250 watt Mode C, LCD display		**$8,490.00**
Garmin GTX330D Transponder — 250 watt Mode C, Antenna Diversity		**$12,240.00**

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Prices subject to change without notice. Product application and pricing may vary based on aircraft specifications and configuration.

Above: Garmin GTS800

Center: L3 Skywatch HP Left: Avidyne TAS-620

Garmin GTS800

This affordable 40-watt TAS traffic alerting system features Garmin's exclusive CLEAR CAS™ technology with up to 12 miles of active surveillance and ADS-B "In" capability. It offers power, range and performance comparable to systems costing far more. And like all Garmin GTS units, it will operate to 55,000 feet.

GTS 800 tracks up to 60 traffic targets simultaneously – and depicts up to 30 intruder threats at a time, depending on the display being utilized. And instead of the generic "Traffic, traffic" voice alerts of earlier-generation systems, the GTS 800's exclusive CLEAR CAS technology provides for expanded audio messaging in an ATC-like verbal format.

L3 Skywatch

SkyWatch reigns as the best selling GA traffic system for over 10 years. Whether displaying on a dedicated display or on your MFD, SkyWatch has you covered. With an operating altitude of 55,000 ft and a vertical scan range of /- 9,900 ft, Skywtach tracks 10 targets out 11 nmi*, and updates every second.

The Skywatch HP extends the capabilities of Skywatch with greater display and surveillance range, increased closure rates and EFIS interface compatibility. It tracks 35 intruder aircraft with a 35-mile surveillance & display range and has additional ARINC 429 EFIS output.

Avidyne TAS-620

Avidyne's dual-antenna TAS620 System detects other aircraft sooner and more accurately, avoiding surprises due to the shadowing effects of single-antenna systems. Using top and bottom directional antennas, the TAS-620 actively interrogates other aircraft, providing timely audible and visual alerts with the precise location of conflicting traffic. The TAS620 offers an expanded 21nm range, a 9,900-foot vertical separation maximum and a 55,000-foot service ceiling.

The dual-antenna TAS-620 can provide traffic advisories on the displays of over 15 manufacturers, including Avidyne's Entegra, MHD and EX-Series MFDs, Garmin G1000 and 400/500-Series, Honeywell KMD250/550/850, Sandel, Chelton, and many more.

SIERRA TRAFFIC ALERT SYSTEMS

Description	Applications	Installed Price
Garmin GTS800 TAS — 40 watt system with CLEAR CAS voice alert	Part 23, Part 25	**$23,200.00**
L3 Skywatch — Traffic Alert System, 10 targets/11 nm range		**$29,850.00**
L3 Skywatch HP — Traffic Alert System, 35 targets/35 nm range		**$36,600.00**
L3 Skywatch HP TCAS1 — TAS, 35 targets/35 nm range + TCAS1		**$41,725.00**
Avidyne TAS-620 — dual-antenna TAS, 21 nm range, 55,000 ft ceiling		**$40,275.00**
Honeywell CAS 66A — compact TAS, up to 30 targets / 40 nm range. Call for details, optional upgrades and an individual quote for your aircraft.		**$136,200.00**
Honeywell CAS 67A — enhanced TCAS II system with EFIS interfaces. Call for details, optional upgrades and an individual quote for your aircraft.	Part 25 only	**$242,250.00**

Prices shown are for a typically equipped aircraft and are for reference only. Please call or email your Sierra representative with your existing equipment list for a formal quotation tailored to your specific aircraft configuration.

Prices subject to change without notice. Product application and pricing may vary based on aircraft specifications and configuration.

Far Left: GDL 69 unit

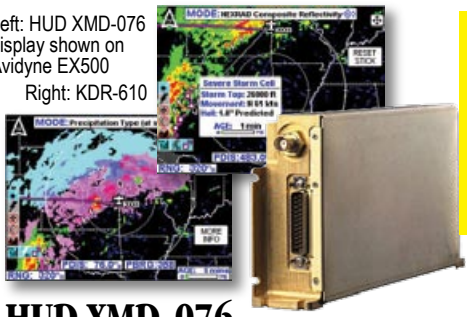
Garmin GDL 69, 69A

GDL 69 is a remote datalink receiver that delivers XM WX Satellite Weather™ to a variety of Garmin navigation systems. For cockpit audio entertainment, the sound-enabled GDL 69A also provides XM Satellite Radio.

GDL 69 helps you make informed, safer decisions based on the weather. With a subscription to XM WX Satellite Weather, GDL 69 brings continuous, detailed weather information to the 400 and 500 series navigators, G1000®, G900X™, G600™ and GMX 200™.

Data is provided through XM Satellite Radio's XM WX Weather Service using location-specific WxWorx information. XM's two powerful S-band geostationary satellites, positioned over the east and west coasts, deliver seamless, near real-time coverage at any altitude across the continental United States. The weather suite's high resolution color graphics provide detailed NEXRAD and METARs data, as well as current reports on precipitation, lightning, winds-aloft, echo tops, TFRs and more.

With an additional monthly service fee, GDL 69A delivers XM Satellite Radio to your aircraft. GDL 69A interfaces with your cockpit audio panel control to play through the aircraft's audio system.



Left: HUD XMD-076 display shown on Avidyne EX500

Right: KDR-610

HUD XMD-076

The XMD-076 from Heads Up Display is a capable receiver for XM Satellite WX weather data. It supplies visual display information to a variety of compatible displays for viewing, such as the Avidyne EX500 display shown above. Please call your Sierra representative for more information and a listing of compatible displays.

Bendix/King KDR 610

Honeywell's KDR 610 Data Link Weather Receiver brings high speed textual and graphical weather to your cockpit. This new receiver interfaces to the Bendix/King KMD 250, KMD 550 and KMD 850 Multi-Function Displays (MFD). Available weather products include Composite NEXRAD radar, Graphical and Textual METARs, AIRMETS and SIGMETS. The active flight plan can be overlaid on all graphical weather images and the system allows you to pan, zoom and interrogate areas of interest. System comprises the KDR 610 receiver, a cockpit display and an antenna (available separately).

SIERRA SATELLITE WEATHER SYSTEMS

Description	Applications	Installed Price
Garmin GDL 69	Part 23, Part 25	**$10,320.00**
Garmin GDL 69A with XM Satellite Radio (subscription required)	Part 23, Part 25	**$10,820.00**
Heads Up Display XMD-076 Satellite Weather Receiver	Part 23, Part 25	**$10,695.00**
Bendix/King KDR 610 Data Link Weather Receiver	Part 23, Part 25	**$11,945.00**

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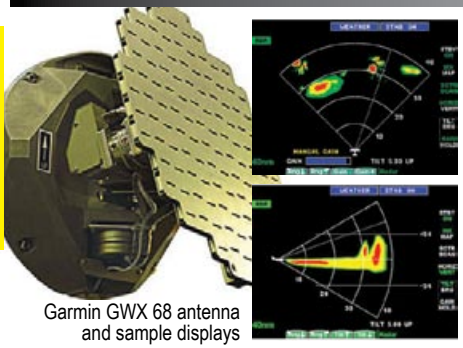

Garmin GWX 68 antenna and sample displays

Garmin GWX 68 Radar

GWX 68 is a compact, 6.5 kW watt all-in-one antenna/receiver/transmitter that provides 4-color storm cell tracking to the GMX 200, G600, G900X or G1000. The system's selectable scan (up to 90 degrees) and outstanding pulse range let you hone in on target areas with even greater precision. Full pitch-and-roll stabilization is available for smooth weather tracking during climbs or turns. And with GWX 68's side-view vertical scanning function, you can profile storm tops, gradients and cell buildup activity at various altitudes.

Garmin GMA 340 Audio

Digital TSO'd audio panel features LED-lit buttons for audio selection of nav and comm audio – as well as split comm capability for pilot and co-pilot. Split comm allows the pilot to transmit/receive on Comm 1 and the co-pilot to transmit/receive on Comm 2.

Davtron 811B Digital Clock & Flight Time Meter

Factory-set and battery-backed, the Clock, the Flight Time, and the Elapsed Time functions will work approximately two years with no additional power. Six-digit display on all three functions. Time function with 12- or 24-hour clock. Flight time records and Elapsed time meter. 1 year warranty.

Bendix/King RDR 2000 and 2100 Digital Weather Radar

Bendix/King's RDR 2000 and RDR 2100 Digital Weather Radar Systems (not pictured) utilize the latest digital weather avoidance technology, including a more complete picture of the storm with the Bendix/King Vertical Profile® capability. Using Sensitivity Time Logic, the system correlates target distance with intensity, and its attenuation compensation reduces shadowing.

The RDR 2100 adds 50% more power (6 kW), 120º scan and a 320 nm range. You can see over twice the area of a 100º/240 nm scan. Additional RDR 2100 features include:

- Auto range limiting – alerts you to areas that radar energy cannot penetrate.
- Sector scans – allows you to reduce the scan time to concentrate on the area you most want to review.
- Auto tilt - automatically manages tilt angle as the aircraft climbs or descends.

SIERRA RADAR and AVIONICS UPGRADES

Description	Applications	Installed Price
Bendix/King RDR 2000 Digital Weather Radar — 4 kW output	Part 23, Part 25	**$28,160.00**
Bendix/King RDR 2100 Digital Weather Radar — 6 kW output	Part 23, Part 25	**$34,410.00**
Garmin GWX 68 Weather Radar — 6.5 kW output power, interfaces to Garmin MFDs	Part 23	**$23,785.00**
Garmin GMA 340 Audio Panel — Split comm, 6-place VOX intercom	Part 23	**$4,660.00**
Davtron 811B Digital Clock / Flight Time / Elapsed Time Meter	Part 23, Part 25	**$2,580.00**

Prices shown are for a typically equipped aircraft and are for reference only. Please call or email your Sierra representative with your existing equipment list for a formal quotation tailored to your specific aircraft configuration.

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Sierra/Meggitt EIDS LCD Engine Gauge Upgrade C-5 Series

This Electronic Instrument Display System (EIDS) is a superb upgrade from old, unreliable tape-style gauges. This microprocessor-based system replaces existing gauges with state-of-the-art LCD monitors, displaying a wide array of real-time information. For example, N1, N2, ITT, Oil Pressure, Oil Temp and Fuel Flow, as well as fuel quantity and system status (igniter status, vibration. All information may be toggled between the two screen, providing a valuable 'fail-safe' mode in the event of a display malfunction.

- **Certification:** fully FAA Certified for aircraft above.
- **Applicable Aircraft:**
  Sierra FJ44-2A-powered ***Stallion*** and ***Eagle II***, as well as all Pratt-powered Citation 500/501, 550/551, S550, and 560 models.
- **Testing** - Equipment tested beyond the extreme FAA regulations required for new avionics equipment.
- **Display** - Both numeric and graphical information is displayed on a crisp color matrix of 81,920 pixels, with fully adjustable brightness controlled by front-panel dimmer.

CMS400 Digital Checklist

The CMS- 400 adds safety and convenience to your flight operations by managing and presenting your checklist just as another crew member. The CMS-400 uses sophisticated microprocessors and digitized human voice to read your customized checklist to you. Each item is spoken clearly and quickly in a challenge-and-response format. The CMS-400 speaks only when you want it to speak. Press the remotely located "advance" button and the computer reads another item.

Custom Throttle Knobs

Lightweight machined aluminum knobs are a flashy and functional addition to your cockpit. Engraved with Stallion, Super II or Super S-II logo, they are available in a variety of vivid anodized color finishes. They can also be customized with your aircraft registration number or company logo. Sold as a pair. Please call today for more details.

SIERRA AVIONICS UPGRADES

SIERRA/Meggitt C-5 EIDS Gauge Upgrade	Kit Price	Installed Price
Includes all necessary components, connectors and drawings, plus 337 Certificate, STC, Aircraft Decal, Limited Warranty, Manual Supplements and Cockpit Checklist. Refundable core charge of $10,000.00 applies to kit price. Applicable to all Pratt & Williams-powered Citation 500-series models.	**$45,692.00**	**$59,680.00**
CMS400 Digital Voice Checklist by Heads Up Technologies	**n/a**	**$8,785.00**
Sierra Custom Throttle Knobs		**Sierra's Price**
Set of two knobs - please specify color and logo when ordering. **For non-T/R equipped aircraft only.*		**$800.00**

Prices subject to change without notice. Product application and pricing may vary based on aircraft specifications and configuration.

Sierra Glareshield/Annunciator Panel Modification

Get additional utility from your Citation's glareshield and add valuable space for new avionics with this exclusive Sierra modification. This highly functional upgrade puts vital annunciator information right in your line of sight. Sierra uses your existing glareshield, modifying it to free up valuable panel "real estate" for new avionics. Includes black Ultratech covering — ask about other covering options to match your existing interior.

After modification, the glareshield can be returned to you as a kit for field installation or installed by our experienced technicians at our facilities.

SIERRA Glareshield - Annunciator Panel Upgrade	OTC Price*	Installed Price
Citation 500, 501, 550, 551, S550 models - includes black Ultratech covering.	$7,290.00	$8,900.00

*Over-the-counter price is applicable for customer supplied glareshields. Shipping not included. Customer must have signed work agreement before shipping glareshield to Sierra. Please call your Sierra representative for details.

Sierra RVSM Upgrades

Sierra's IS&S system installation provides a fully integrated solution, with interfaces to the Flight Director Systems and Autopilot, as well as meeting the more stringent requirements for RVSM airspace. Aircraft will be skin-mapped to insure that static ports are within certification tolerance and will be ground- and flight-tested to verify newly installed equipment accuracy. Sierra will provide the required GMU monitoring flight at cost + 10%. Please call your Sierra representative for more details.

NOTE: In addition to the aircraft modifications and group approval provided by Sierra, there are additional operator requirements to be met before receiving RVSM operational approval for the aircraft. Please call us for more information.

Sierra Reduced Vertical Separation Minimum (RVSM) Modifications

Description	Installed Price
RVSM Modification for Single Flight Director Aircraft	**$69,995.00**
RVSM Modification for Dual Flight Director Aircraft	**$79,995.00**
Optional Operator Assistance Program – International Operations Manual	**$1,995.00**
Optional Rosemount Total Temperature Probe Option – allows both ADDU's to calculate TAS	**$3,144.75**
Optional Standby 2" Altimeter	**$11,392.50**

Prices subject to change without notice. Product application and pricing may vary based on aircraft specifications and configuration.

Above: "Flipper" style display mounted under glareshield.

Right: camera enclosure

The GAViS Enhanced Vision System

Sierra Industries introduces a low-cost new-generation infrared imaging system, ideally suited to the Citation's flying requirements.

GAViS™ has been developed to improve situation awareness by extending the pilot's forward vision at night and some low visibility conditions. GAViS™ is designed to be mounted much like an aircraft antenna, eliminating the need for extra equipment such as windows and fairings and lowering the cost of ownership.

The GAViS system consists of an un-cooled IR sensor, an integrated window assembly through which the sensor obtains its imagery, an integrated aerodynamic enclosure, and electronics responsible for window assembly heater control functions and IR sensor control. The GAViS is a single LRU that provides video to a head down display.

Weighing less than 4 lbs. and displaying a field of view of 30° Horizontal by 22.5° Vertical, GAViS is a tough, capable and affordable solution for low-visibility situations.

Limited-Time Special!

Factory Remanufactured Max-Viz EVS-1000 Enhanced Vision System

The EVS-1000 is the world's smallest and lightest Enhanced Vision System. It enables pilots to "see through" conditions of poor visibility such as haze, smoke, snow, rain, and the darkness of night, all of which reduce a pilot's ability to see the outside environment. This tail-mounted system uses uncooled, long-wave infrared sensors to gather data about runways, terrain and any potential obstacles on the ground or in flight.

Offer ends when the last unit is gone...

Call 1-888-835-9377 today for more details!

SIERRA ENHANCED VISION SYSTEMS

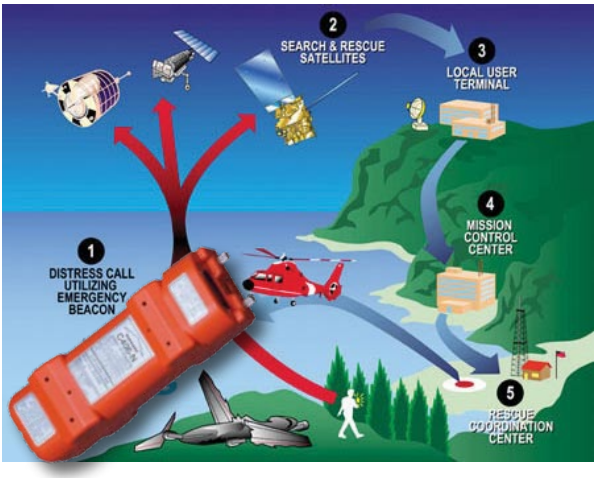
Description	Kit Price	Installed Price
GAViS Enhanced Vision System — includes sensor and housing, image-processing unit and all necessary cabling for display on a compatible PFD/MFD.	n/a	$58,300.00
Max-Viz Demo System — includes Glareshield-mounted flip-down monitor, tail-mounted EVS-1000 sensor, image-processing unit and all necessary cabling. Limited-time offer - only one unit available at this price.	~~list $74,590.00~~ now $37,475.00	~~was $80,490.00~~ now $43,375.00

Prices subject to change without notice. Product application and pricing may vary based on aircraft specifications and configuration.

SI440 Sierra/Artex 406 MHz ELT Kit

Early in 2009, U. S. emergency distress satellites ceased monitoring the older 121.5 MHz emergency frequency band in favor of the more accurate 406 MHz standard. Although 406 MHz ELT's are, as of this writing, not yet legally required in the United States, many countries, including Canada, Mexico and the European Union are implementing a 406 MHz standard.

The SI440 kit allows Artex C406 (406 MHz) Emergency Locator Transmitter installation on Cessna Citation Models 500, 501, 550, 551, S550 and 560 (excluding XL). This Sierra Supplemental Type Certificate (STC ST09718AC) provides a cost-effective solution for updating Citation emergency transmitters to current standards.



In the event of a downed aircraft, the 406 MHz ELT broadcasts a distress call with aircraft identifier and highly accurate GPS location data to orbiting COSPAS/SARSAT satellites. These satellites continuously monitor the 406 MHz frequency band - even in remote locations, while the older 121.5 / 243 MHz standard frequencies are no longer monitored by satellite.

The Artex C406 provides an integrated ELT to Navigation interface and transmits latitude and longitude position information with an accuracy of 100 meters. The unit operates on 121.5, 243 and 406 MHz frequencies and features a 5-year battery life. Certifications include TSO C126 and ETSO 2C126 and the unit is approved by COSPAS/SARSAT and Transport & Industry Canada.

Sierra/Artex SI440 406 MHz Emergency Locator Transmitter

Description	Kit Price	Installed Price
SI440-100-1 Basic C406 ELT system	$5,995.00	$8,500.00
SI440-100-2 Extended C406 ELT system: GPS Broadcast with NAV Interface to Flgiht Director	$9,495.00	$12,000.00

Need EROS masks, safety gear or ELT units for other aircraft models?

See pg. 147 in our "Sierra Store" section for great deals on safety supplies for Citations and other general aviation aircraft.

Prices subject to change without notice. Product application and pricing may vary based on aircraft specifications and configuration.

iShades Electronic Window Shades for Citation

These electronically adjustable "smart windows" make it easier than ever to manage ambient light entering your Citation cabin. Complete control from full transparency to more than 99.5% light blockage is available at the touch of a button. The sophisticated multi-layer construction not only controls visible light, but also blocks 99.9% of ultraviolet rays, rejecting solar heating even when unpowered. Featuring virtually instant response, the SPD layer is fully adjustable to any light transmission level, while the APD layer can switch from full transparency to full opaque for complete privacy. These active layers are sandwiched in shatterproof, lightweight polycarbonate outer layers for maximum protection and durability.

The mulitple layer construction also attenuates outside noise, contributing to a quieter cabin environment. Each window features individual control, while a convenient central master control is cockpit accessible for easy global adjustments. With no moving parts and the longest warranty in the industry, you can rely on iShades to provide full service for many years.

iShades are available for all Citation models. Please call 1-888-835-9377 today for a detailed quote for your aircraft.

iShades Electronic Citation Window Shades

Description	Installed Price 500 / 501	Installed Price 550 / 551 / S550	Installed Price 560
iShades cabin window system (per window) - includes multi-layer iShade window assembly, individual controller and wiring harness	$18,210.00	$25,870.00	$29,700.00
Flight Deck master switching unit (1 per ship set required)	$250.00	$250.00	$250.00
Emergency Power Supply (2 per ship set required)	$633.00	$633.00	$633.00

Prices subject to change without notice. Product application and pricing may vary based on aircraft specifications and configuration.

Cabin Entertainment Systems from Sierra and Flight Display Systems

Enhancing the Flight Experience

Passenger comfort and contentment is every bit as important to us as it is to you. Sierra offers affordable in-flight entertainment systems to make their flight (and yours) more enjoyable. Choose one of our pre-packaged systems or build your own custom system from a wide variety of components.

Offering 3 different user-selectable wireless audio channels, viewers can enjoy DVD video, real-time moving-map displays and a 'pilot's-eye' view from the glareshield-mounted camera (perfect for keeping passengers entertained during takeoff and landing). The Silver system includes a slide-out 10" LCD display, while the Gold system substitutes 2 individual arm-mounted 7" LCD displays. Our Platinum system adds XM satellite weather, additional displays and wireless headsets to the mix for larger Citation cabins.

While these packages are completely integrated systems as-is, they can be easily customized to fit your individual requirements. Other options, such as XM Satellite radio and additional displays are available. Please call Sierra today for more information.

10.2" LCD display mounts on refreshment center - or slides out into aisle for easier viewing.

7" swingarm-mounted LCD display.

SIERRA CABIN ENTERTAINMENT PACKAGE SYSTEMS

SIERRA Silver System	Application	Installed Price
Includes Moving-Map display unit, refreshment-center mounted 10.2" LCD display, Combo DVD/CD/MP3 player, Glareshield Camera, wireless headphone amplifier and (2) Sennheiser HDR-140 headsets.	Citation 500 / 501SP / 550 / 551SP / S550 / 560	$31,383.00
SIERRA Gold System	**Application**	**Installed Price**
Includes Moving-Map display unit, (2) arm-mounted 7" LCD displays, Combo DVD/CD/MP3 player, Glareshield Camera, wireless headphone amplifier and (2) Sennheiser HDR-140 headsets.	Citation 500 / 501SP / 550 / 551SP / S550 / 560	$39,983.00
SIERRA Platinum System	**Application**	**Installed Price**
Includes Moving-Map display unit, XM Weather, (4) arm-mounted 7" LCD displays, Combo DVD/CD/MP3 player, Glareshield Camera, wireless headphone amplifier and (4) Sennheiser HDR-140 headsets.	Citation 550 / 551SP / S550 / 560	$65,709.00

Prices subject to change without notice. Product application and pricing may vary based on aircraft specifications and configuration.

Customized Cabin Entertainment Options

Though cockpit avionics are being revolutionized almost daily by rapid progress in digital electronics, comsumer entertainment options are expanding even faster. Make sure your Citation provides an up to date experience for your passengers with the latest in high-definition movies, mobile audio and video sources, wireless headsets and in-flight internet and telephone accessibility. Let Sierra's experienced avionics technicians help you create a customized, cost-effective solution that is tailored specifically to your needs and mission. And provide your passengers (and yourself) the full range of connectivity and entertainment choices that they've come to expect. Call us today for a customized proposal.

SIERRA CABIN ENTERTAINMENT UPGRADES

Description	Installed Price
Widescreen LCD Monitors — from 7" to 26" diagonal	**starting at $4,785.00**
Widescreen High-Definition LCD Monitors — from 17" to 26" diagonal	**Call for Best Price**
Moving Map System — provides real-time flight information to passenger displays	**starting at $10,035.00**
DVD / CD Players — Play standard DVDs and audio CD's	**starting at $4,285.00**
Blu-Ray DVD Players — Play hi-definition video, plus std. DVD and audio disk formats	**starting at $7,035.00**
CD / iPod & MP3 Players — Play audio CD's with auxiliary inputs for iPod/MP3 players	**starting at $6,285.00**
XM Radio reciever with wireless headsets — Listen to Satellite Radio in flight	**starting at $12,400.00**
XM Weather Display System — Display XM Weather on cabin video monitors	**starting at $12,400.00**
Wi-Fi / Internet Access — In-flight Satellite Internet for laptops and other mobile devices	**starting at $11,850.00**
Satellite Phone Systems — Stay in touch from anywhere on the globe	**starting at $32,900.00**

Prices shown are for a typically equipped aircraft and are for reference only. Please call or email your Sierra representative with your existing equipment list for a formal quotation tailored to your specific aircraft configuration.

Prices subject to change without notice. Product application and pricing may vary based on aircraft specifications and configuration.

SIERRA's CITATION LONGWING MODIFICATION

Originally designed as a complementary program to the EAGLE, the SIERRA Citation LONGWING Modification adds Wingtip Extensions to the basic Citation, serial numbers 500-0001 through 500-0349, and is now offered as a standalone enhancement. From wheels up to touchdown, every facet of your Citation's performance is enhanced.

PERFORMANCE BENEFITS

The performance benefits of the SIERRA Citation LONGWING installation are tremendous, exceeding the Citation 501SP in both performance and utility. These benefits include:

- Single Pilot capabilities.
- Improved field performance.
- Lower reference landing speeds.
- Improved safety.
- Improved initial cruise altitude.
- Improved climb performance.
- Increased fuel capacity (s/n's -0001 to -0213).
- Increased range.
- Increased cruise speed.

Longwing Performance Specifications

Single-engine takeoff distance	2,925 ft	892 m
Two-engine takeoff distance over 35 ft	2,463 ft	751 m
Two-engine rate of climb	2,719 ft/min	829 m/min
Single-engine rate of climb	826 ft/min	252 m/min
Max. certified altitude*	41,000 ft	12,497 m
Single-engine service ceiling	21,000 ft	6,401 m
Landing distance at max. landing weight —	2,270 ft	692 m
Stall speed at max. landing weight — KCAS	78 knots	145 km/h
Cruise speed at average weight —		
Knots - TAS	357	662 km/h
Mph - TAS	411	662 km/h
Max. Mach - M_{MO}	0.705	
Max. Vel - V_{MO} - KCAS	259	480 km/h
Community noise level at takeoff — EPNL - db	79 db	
NBAA IFR range with 2 crew, 4 pass. and long range cruise profile	1,528 NM	2,459 km
VFR range w/ 2 crew, 4 pass. and long range cruise profile	1,327 NM	2,459 km

**500 S/N 0214 to 0350 and others with SB 21-9.*

SAFETY

Pilot workload is the highest during the final minutes of a flight, when critical decisions must be made which are a function of aircraft speed. The SIERRA Citation LONGWING speed reduction in landing configuration gives the pilot an extra margin of safety ... TIME.

With the reduced landing speed of the SIERRA Citation LONGWING the pilot has more time to correct for adverse situations, should they occur.

NOISE

Improved take-off and climb performance makes the quietest of business jets even quieter.

CLIMB PERFORMANCE

Long range or short hop, the SIERRA Citation LONGWING reaches cruise altitudes sooner with its high aspect ratio wing of 8.5 to 1.

FIELD PERFORMANCE

A remarkable 20% reduction in field length requirement opens hundreds of additional airports for your use. New markets and old customers are brought within reach with the operational capabilities of your SIERRA Citation LONGWING.

REDUCED LANDING SPEEDS

The SIERRA Citation LONGWING provides a generous landing speed reduction over the basic Citation. This lower approach speed provides better landing control, with more positive flare and reduced floating tendencies.

With the reduced takeoff and approach speeds of the SIERRA Citation LONGWING, the pilot has the advantage of greater maneuverability in close situations around the field. Tighter turning capability and improved rate of climb greatly enhance the pilot's ability to avoid unwanted situations. (continued on following page)

Prices subject to change without notice. Product application and pricing may vary based on aircraft specifications and configuration.

ADDED FUEL CAPACITY

The added fuel capacity provided by the wingtip extensions (120 Ibs. in Models 500-0001 through 500-0213) and the greater fuel efficiency in the climb increase the range by approximately 10%.

BETTER FUEL ECONOMY

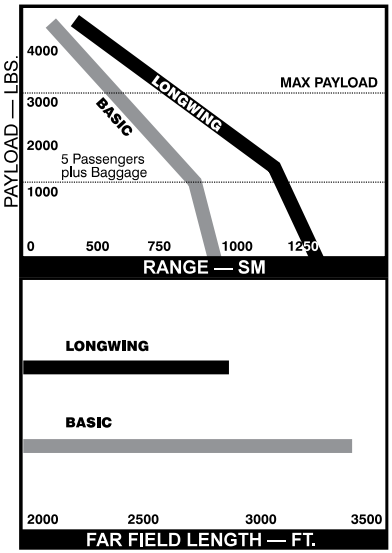
Reduced drag and increased altitude capability provide up to 15% fuel savings over the basic Citation 500.

FEWER REFUELING STOPS

Fewer time-consuming refueling stops gives you superior operating efficiency with your SIERRA Citation LONGWING.

It's no secret that long-winged aircraft are in demand today. If you've looked at a new Citation price tag lately you've had that fact confirmed. The reason is simple. The longer-winged models are, in all important aspects, superior in performance to their shorter-winged counterparts.

A Citation has always been a good investment, but the LONGWING Modification on your Citation is an even better one.



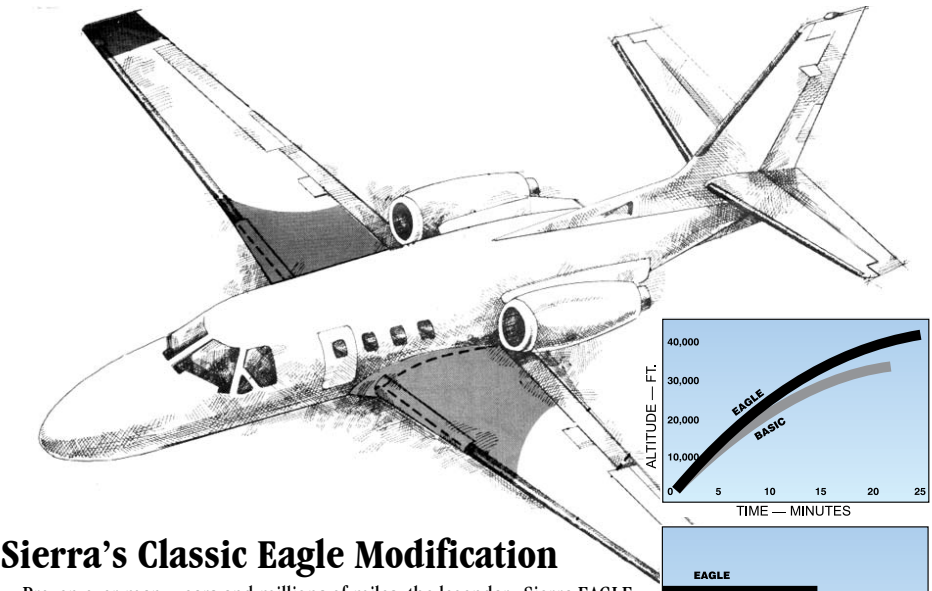
SIERRA LONGWING MODIFICATIONS

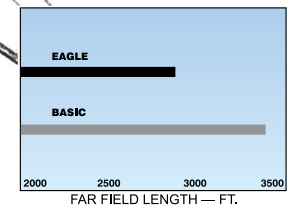
Description	Application	Installed Price
LONGWING — Includes 38 inch Wingspan increase, New Leading Edge De-ice Boots, SIERRA Single Pilot Authorization, SIERRA JT15D-1A Engine Upgrade, Increased Gross Takeoff Weight to 12,500 Lbs, Painting of Affected Areas, Fuel Capacity Increased to 3807 Lbs.	Citation 500 SN -0001 thru -0350	$79,485.00
WINGTIP MOUNTED RECOGNITION LIGHTS — Two high intensity wingtip mounted lights for high density recognition and auxiliary landing illumination. Available for both the EAGLE and Longwing Modifications.	Citation 500/501SP	$19,640.00
SPAR MODIFICATION — SIERRA Spar Modification provides a permanent fix to the main spar and complies with the mandated reoccuring inspections, eliminating the requirement for further inspection on SIERRA EAGLE and LONGWING aircraft.	Citation 500/501SP	$26,250.00
SINGLE PILOT AUTHORIZATION — SIERRA offers Citation 500 Eagle or Longwing operators Single Pilot Authority through our FAA Approved Exemption to FAR Part 25. This requires both qualification of the aircraft and the pilot and is available to aircraft previously modified with the Eagle or Longwing, provided that the modifications were completed by Sierra.	Citation 500, S/N -0001 thru -0349 with Eagle or Longwing	FREE!

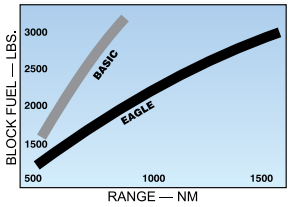
DE-ICE BOOTS for EAGLE & LONGWING MODELS

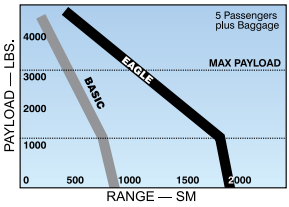
Description	Order #	Boots Only (ea)	Installed Price (ea)
LH, EAGLE Modified Aircraft	25S7D5059-11	$4,385.00	$7,940.00
RH, EAGLE Modified Aircraft	25S7D5059-12	$4,385.00	$7,940.00
STALL STRIPS — 2 required	3D2487	$401.00	$480.00
LH, LONGWING Modified Aircraft	25S7D5059-07	$5,441.00	$8,917.00
RH, LONGWING Modified Aircraft	25S7D5059-08	$5,441.00	$8,917.00
HORIZ STAB — RH and LH	25S7D5059-13	$2,750.00	$4,804.00
VERTICAL FIN	25S7D5059-05	$2,482.00	$4,536.00

Prices subject to change without notice. Product application and pricing may vary based on aircraft specifications and configuration.









Sierra's Classic Eagle Modification

Proven over many years and millions of miles, the legendary Sierra EAGLE provides total performance improvement based on the application of safe, dependable advanced technology to an already proven product, the Cessna Citation. In comparison to standard production Citations the EAGLE provides:

- A range increase of up to 50%.
- A balanced field length improvement of up to 42%.
- Reductions of up to 11 knots in rotation and lift-off speeds, and a reduction of up to 12 knots in the reference landing speeds.
- An improvement in climb time of up to 50%.
- An increase in gross takeoff weight from 11,850 lbs. to 12,500 lbs.
- An increase in fuel capacity to 4510 lbs.
- An improvement of fuel efficiency on short range missions of up to 15%.
- The ability to "tanker" home base fuel for short and medium range trips.
- Single Pilot capabilities.

Historically, in wing modifications there is a price to pay in a degradation of handling characteristics at one or the other extremes of the envelope. With the EAGLE, there is no deterioration of handling characteristics at the high speed, high altitude end of the envelope. At the low speed, low altitude end there is an improvement in handling qualities, safety, and a reduction in VREF, Stall speeds and runway requirements.

Although the EAGLE's max range increase is notable, improvements in runway limited operations are even more significant. Typically, the EAGLE will fly 50% farther than the Citation I for any given runway limited situation or it will arrive at the same destination with considerably more reserve fuel.

The EAGLE's additional fuel and increased cruise efficiency translates to additional reserve capability, minimizing the effect of weather and other unknown factors affecting a flight:

- In-flight delays caused by poor weather at the destination.
- Having to fly to an alternate field which may defeat the purpose of the trip.

Prices subject to change without notice. Product application and pricing may vary based on aircraft specifications and configuration.

- Heavy destination traffic causing prolonged holding.

The extra fuel normally precludes the pilot having to make a "gambling" decision on stretching the aircraft's capability, a primary factor in many aircraft mishaps.

EAGLE SAFETY

Certified by the FAA under stringent FAR Part 25 Transport Category regulations, the EAGLE provides safety unequaled in the industry. To date, the EAGLE fleet has flown well over 10 million miles with a superb safety record.

CLASSIC EAGLE PERFORMANCE

Single-engine takeoff distance	3,571 ft	1088 m
Two-engine takeoff distance over 35 ft	3,006 ft	916 m
Two-engine rate of climb	2,600 ft/min	792 m/min
Single-engine rate of climb	789 ft/min	240 m/min
Max. certified altitude*	41,000 ft	12,497 m
Single-engine service ceiling	20,000 ft	6,096 m
Landing distance at max. landing weight —	2,373 ft	734 m
Stall speed at max. landing weight — KCAS	78 knots	145 km/h
Cruise speed at average weight —		
Knots - TAS	359	665 km/h
Mph - TAS	413	665 km/h
Max. Mach - M_{MO}	0.705	
Max. Vel - V_{MO} - KCAS	259	480 km/h
Community noise level at takeoff — EPNL - db	79 db	
NBAA IFR range with 2 crew, 4 pass. and long range cruise profile	1,550 NM	2,872 km
VFR range w/ 2 crew, 4 pass. and long range cruise profile	1,800 NM	3,336 km

** 500 S/N 0214 to 0350 and others with SB 21-9.*

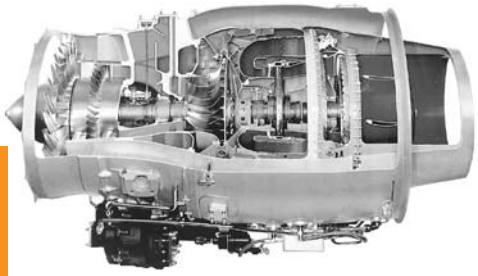
Reduced approach and touchdown speeds, lower than most turboprops, give you an extra margin of safety over any other business jet flying today.

In comparison with turboprops, the EAGLE offers guaranteed single engine performance and known aircraft performance in any given density altitude situation. This factor, is an extremely important criterion for consideration when evaluating your options.

CITATION EAGLE MODIFICATIONS

Description	Remarks	Installed Price
EAGLE 400SP - Includes EAGLE Mod, Longwing (if Model 500), Installation of JT15D-4 Engines, Re-installation of existing Thrust Reversers (Model 501 only), Increased Gross Takeoff Weight to 12,500 Lbs., 43,000' Service Ceiling, Spar Modification (if due), Full Exterior Repaint. Does NOT include purchase of -4 Engines.	Citation 500/501SP	**$495,000.00**
EAGLE MODIFICATION - Includes Wing Root Cuff, Wing to Body Fairings, Spar Mod, Increased Gross Takeoff Weight to 12,500 Lbs., Reinforced MLG Uplock, Replace MLG Wheel Halves, Recalibrated Instrumentation, Additional Electric Anti-ice Panels with High Tech "J" Boxes, Modified Fuel Vent System, Flap Cove Seals, Longwing Modification, Re-Rigged Ailerons, De-ice Boots, Repaint Affected Areas.	Citation 500	**$309,575.00**
EAGLE MODIFICATION - Includes Wing Root Cuff, Wing to Body Fairings, Spar Mod, Increased Gross Takeoff Weight to 12,500 Lbs., Reinforced MLG Uplock, Recalibrated Instrumentation, Additional Electric Anti-ice Panels with High Tech "J" Boxes, Modified Fuel Vent System, Shot Peening to relive compression factors on wing attachment points, Flap Cove Seals, Re-Rigged Ailerons, De-ice Boots, Paint on Affected Areas.	Citation 501SP, Citation 500 with existing Longwing	**$246,750.00**
WINGTIP MOUNTED RECOGNITION LIGHTS — Two high intensity wingtip mounted lights for high density recognition and auxiliary landing illumination. Available for EAGLE and Longwing modified aircraft.	Citation 500/501SP	**$20,622.00**
SPAR MODIFICATION - SIERRA Spar Modification provides a permanent fix to the main spar and complies with the mandated reoccuring inspections, eliminating the requirement for further inspection on SIERRA EAGLE and LONGWING aircraft.	Citation 500/501SP	**$51,045.00**

Prices subject to change without notice. Product application and pricing may vary based on aircraft specifications and configuration.



CITATION ENGINE UPGRADES

Are you still flying your Model 500 or 501/SP with -1 or -1A engines? Do you want the most performance your engines have to offer? Take advantage of the extra performance your Citation can provide with one of our engine enhancement upgrades.

- Higher Cruise Speeds
- Higher Initial Altitude
- Faster Climb
- Up to 20% More Thrust at Altitude
- Up to 103.2% MAX Fan Speed

JT-15D Series Engine — Aircraft Performance

Performance Category	-1 (original)	-1A update		-1B update	
Takeoff Thrust	2200 lbs	2200		2200	
Max Continuous Thrust	2090 lbs	2090		2090	
Max Climb Thrust	2090 lbs	2090		2090	
Max Cruise Thrust	2065 lbs	2065		2345	**14%**
Thrust @ 25K and 0.6 Mach	700 lbs	750	**7%**	750	**7%**
Thrust @ 35K and 0.6 Mach	500 lbs	540	**8%**	600	**20%**

Note: The JT15D-1A package fits all Citation 500's — serial numbers 500-0001 thru -0349. The JT15D-1B package fits all Citation 500's and 501SP's.

CITATION ENGINE UPGRADES

Description	Application	Price
JT15D-1A or 1B UPDATE — Airframe authority to operate engines to higher fan speeds at altitude for faster climb and cruise. Includes Trim Rings if needed. Does NOT include Pratt & Whitney Service Bulletin to convert engines. Does NOT include Re-marking of Fan Speed Indicators.	Citation 500/501SP	**$3,097.00**
ENGINE FAN SPEED INDICATORS — SIERRA can provide either remarking of your fan speed indicator or an exchange overhauled unit with the correct markings for the engine upgrade you have selected.	Citation 500/501SP	***$2,205.00 (with suitable core)**

*Applicable core charge not included. Price per each.

Sierra's Citation Engine Components

When the time comes to overhaul your engine, let Sierra Turbine Services help you save money. Sierra's overhauled parts can save you as much as 50% off the cost of new engine components! These parts are carefully inspected and overhauled, and meet the same rigorous standards as factory-new components, giving you the same useful life at a far more attractive cost. And, if Sierra manages your engine overhaul, you can avoid extra "embodiment" charges for using refurbished components.

Sierra's vigorous business in sales, leasing and overhaul management for Citation engines allows us to maintain tight cost control over every aspect of the engine inspection and overhauling process. In turn, we can pass those savings on to you. In addition to helping you control your maintenance costs, we can often save you time and eliminate hassles as well!

For more information, or for price quotes on specific components, please call us toll free at 1-888-835-9377 or fax us at 1-830-278-3994. We'd be happy to discuss your needs and help you find a cost-effective solution that fits your budget and schedule.

Prices subject to change without notice. Product application and pricing may vary based on aircraft specifications and configuration.

Sierra Eagle II SPx — Performance You Can Really Feel!

Performance. That's what the Eagle II SPx is all about. The time-tested performance of one of the world's most renowned business aircraft modifications — Sierra's Eagle —plus the dramatic performance increase of the Williams/Rolls FJ44 fanjet engine. No longer does the Citation I series take a back seat to newer business jets. The Sierra Eagle II SPx modification combines the exceptional performance of the FJ44-2A Stallion with the increased fuel capacity and excellent handling of Sierra's exclusive Eagle wing modification. The SPx includes all supplemental materials and full authorization to fully utilize the increased performance of the Eagle / FJ44 combination.

The concept behind the Eagle II is simple: combine state-of-the-art third generation engine technology with the reliability and comfort of the Cessna Citation, then add the proven performance enhancements of Sierra's exclusive Eagle modification.

The result? An easy-to-fly aircraft with excellent all-around performance and handling, exceptional efficiency and the comfort and utility that scores of pilots have come to expect from the Citation Eagle series.

Sierra's renowned Eagle modification has been applied to scores of Citation 500 series aircraft and has proven itself with dramatic improvements in range, short-field capability and overall aircraft efficiency.

The numbers speak for themselves — The Eagle II boasts up to 35% greater thrust across a wide range of flight conditions and is more than 50 knots faster at maximum cruise!

Sierra Eagle II SPx Pricing

Price	Description
$1,800,000.00	Sierra ***Eagle II SPx*** - Applicable to Citation 500 and 501SP without Thrust Reversers
$1,825,000.00	Sierra ***Eagle II SPx*** - Applicable to Citation 500 and 501SP with Thrust Reversers
$1,650,000.00	FJ44 re-engining on an existing Eagle-modified aircraft without Thrust Reversers
$1,675,000.00	FJ44 re-engining on an existing Eagle-modified aircraft with Thrust Reversers
Options	
$39,995 additional for Meggitt/Sierra LCD engine gauge modification. See page 29 for details.	

Applicable for Citation 500 and 501 SP models, must trade-in Pratt motors. Actual pricing may be adjusted for remaining time credit on original Pratt engines.

Prices subject to change without notice. Product application and pricing may vary based on aircraft specifications and configuration.

Sierra FJ44 Stallion / Stallion XR

*The Sierra **Stallion** and **Stallion XR** are the latest in a long series of performance enhancements to the popular Citation 500/501SP family. And from a quality, performance, reliability, and value standpoint, they are winners in every way. In fact, the Sierra Stallion improves on the overall performance of its predecessor, the JT15D-powered Citation, in all categories.*

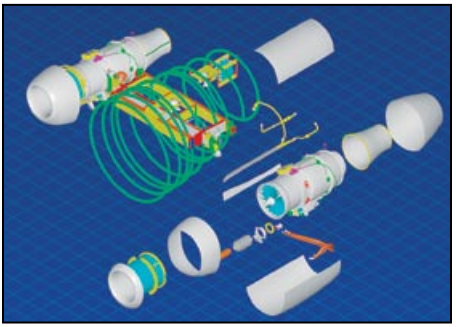
The Sierra ***Stallion*** is a modification to the Cessna Citation 501SP model, featuring new Williams FJ44-2A Wide Sweep 2,300 lb. turbofan engines. This modification includes digital electronic fuel control units for comprehensive power management, with full-time syncing betreen the two engines when in ECU mode.

With superior performance and capability, the Sierra Stallion provides the following performance benefits over the original JT15D-1A powered aircraft:

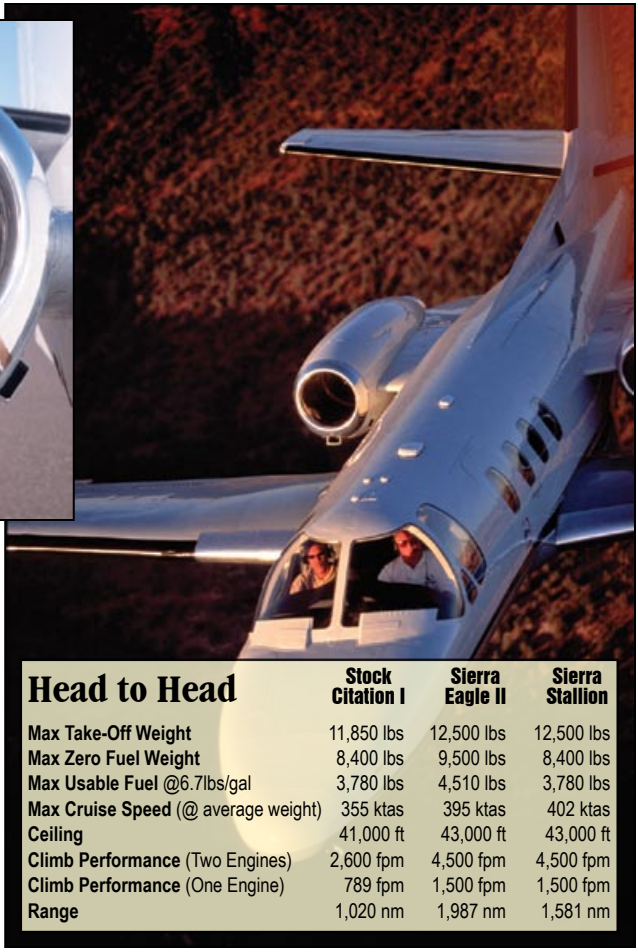
- Delivers 32 percent more take-off thrust at the point of rotation.
- Will climb direct to FL 430 in less than 25 minutes. The JT15D Citation requires a step-climb taking more than 1 hour and 20 minutes to FL 410.
- Boasts a maximum speed that is more than 40 knots faster than the stock Citation 500/501SP. Normal cruise is over 50 knots faster.
- Will travel more than 1,400 nautical miles at economy cruise. The ***Stallion XR*** has a cruising range of over 2,000 nautical miles. *See page 6.*
- Sips fuel. Consumption is reduced by up to 25 percent, saving money and significantly reducing greenhouse gas emissions.
- Higher Service Ceiling – 43,000 feet

These impressive numbers are just the beginning. The litany of performance improvements the Sierra Stallion delivers to you in the air and to your bottom line are seemingly endless.

In fact, compared to other aircraft in this class, the Sierra Stallion outperforms these aircraft in virtually every category at a fraction of the acquisition cost. With a Stallion, you can enjoy all the comfort and performance of a CJ2 at roughly half the cost!



Prices subject to change without notice. Product application and pricing may vary based on aircraft specifications and configuration.



Dare to Compare

Choose between Sierra's FJ44 Citation I upgrades with this comparison chart. Both ***Eagle II*** and ***Stallion*** offer nearly identical overall performance improvements, while the ***Eagle II*** trades a little cruise speed for greater fuel capacity and range. The ***Stallion XR*** trades 18" of cabin length for additional range at no cost in speed. For classic ***Eagle*** owners, a ***Stallion*** upgrade will turn your aircraft into a true ***Eagle II***, with the same performance benefits.

Head to Head	Stock Citation I	Sierra Eagle II	Sierra Stallion
Max Take-Off Weight	11,850 lbs	12,500 lbs	12,500 lbs
Max Zero Fuel Weight	8,400 lbs	9,500 lbs	8,400 lbs
Max Usable Fuel @6.7lbs/gal	3,780 lbs	4,510 lbs	3,780 lbs
Max Cruise Speed (@ average weight)	355 ktas	395 ktas	402 ktas
Ceiling	41,000 ft	43,000 ft	43,000 ft
Climb Performance (Two Engines)	2,600 fpm	4,500 fpm	4,500 fpm
Climb Performance (One Engine)	789 fpm	1,500 fpm	1,500 fpm
Range	1,020 nm	1,987 nm	1,581 nm

Sierra Stallion Pricing

Price	Description
$1,650,000.00	Sierra ***Stallion*** - Applicable to Citation 500 and 501SP without Thrust Reversers
$1,675,000.00	Sierra ***Stallion*** - Applicable to Citation 500 and 501SP with Thrust Reversers
$1,850,000.00	Sierra ***Stallion XR**** - Applicable to Citation 500 and 501SP without Thrust Reversers
$1,875,000.00	Sierra ***Stallion XR**** - Applicable to Citation 500 and 501SP with Thrust Reversers
Options	
$39,995 additional for Meggitt/Sierra LCD engine gauge modification. See page 29 for details.	

Applicable for Citation 500 and 501 SP models, must trade-in Pratt motors. Actual pricing may be adjusted for remaining time credit on original Pratt engines.

**See following page for more information about the XR aft fuel cell modification.*

Prices subject to change without notice. Product application and pricing may vary based on aircraft specifications and configuration.

TYPICAL OPERATING COSTS

Citation 500/501SP Stallion & Eagle II Modified Aircraft with Williams FJ44-2A Engines

VARIABLE COSTS

Fuel at $4.50 / gallon[1]	$495.00
Fuel Additive - $.02 / gallon	2.20
Maintenance[2]	
Labor at $70.00 / hour	142.50
Parts - airframe, engines, and avionics	68.10
Engine Maintenance Plan[3]	230.06
Miscellaneous Flight Expenses	4.00
TOTAL VARIABLE COSTS PER HOUR	**$941.86**
Average Block Speed (mph)[4]	414
COST PER STATUTE MILE	**$2.28**

FIXED COSTS

Crew Salaries[5]	$84,500.00
Captain $65,000	
Benefits $19,500	
Hangar	10,000.00
Insurance	
Hull at .66% of value	16,500.00
Admitted Liability - $250,000 / seat	1,540.00
Legal Liability - $5M	3,200.00
Miscellaneous Overhead	
Recurrent Training	7,500.00
Aircraft Modernization	8,400.00
Navigation Equipment	1,300.00
Depreciation[6]	40,000.00
TOTAL FIXED COSTS	**$172,940.00**

TOTAL ALL COSTS

TOTAL COST (350 hours per year)	**$502,591.00**
Cost per hour	$1,435.97
Cost per statute mile	$3.47
Cost per seat mile	$.43
TOTAL COST LESS DEPRECIATION (350 hours per year)	**$462,591**
Cost per hour	$1,321.69
Cost per statute mile	$3.19
Cost per seat mile	$0.40

Notes

1. 110 gallons per hour. Source: Operator experience.

2. Maintenance costs based on a continous review of data available from operator experience, factory, NBAA and other sources. 1.9 man-hours per flight hour.

3. Source: Williams International. TAP Elite Program - Includes Overhaul, Hot Section Inspection, premature removal allowances and loaner engines.

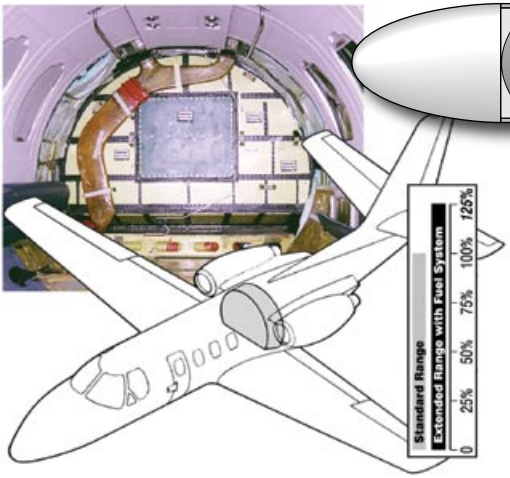
4. Maximum Cruise based on customer experience.

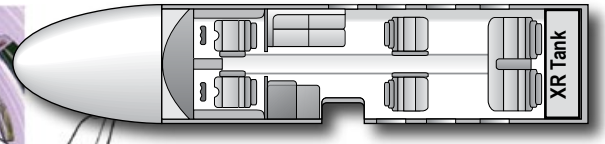
5. Based on 2007 JetNet salary data, adjusted upwards.

6. Based on $2,800,000 acquisition price and $2,600,000 residual price in 5 years

- Consult a Certified Public Account for actual tax savings and depreciation calculations. *(rev. January 2008)*

Prices subject to change without notice. Product application and pricing may vary based on aircraft specifications and configuration.





Sierra's XR Extended Range Fuel Cell Option

This fully integrated fuel system adds 120 gallons of fuel capacity, significantly extending the range of your Citation and providing approximately 1 hour of additional flying time. Featuring a double-walled aluminum fuel cell for safety, the system's location in front of the aft cabin bulkhead minimizes changes to the aircraft's center of gravity. Occupying only 18" of cabin length, this fuel cell allows minimal changes to cabin seating, making it possible to retain an aft toilet if desired. System installation includes adding a new pressure bulkhead and re-upholstering to match the original aircraft interior decor.

SIERRA "XR" EXTENDED RANGE FUEL SYSTEM MODIFICATION

Description	Remarks	Installed Price
"XR" EXTENDED RANGE FUEL SYSTEM adds 120 gallons of extra fuel capacity.	Citation 500 / 501SP	**$208,950.00**

Citation I Gross Weight Increase Modification

A fast and cost-effective way to get far more useful load capacity from your Citation I. This Supplemental Type Certificate (STC) provides an increase of 650 pounds in the useful load carried by the Citation I. This is accomplished by raising takeoff and ramp weight limitations and reducing the maximum zero fuel weight.

Until now the Citation I has had one major drawback -with full fuel you were limited to carrying no more than 4 passengers. This modification removes this restriction, increasing the useful load by 650 pounds. This improvement is achieved with no compromise in performance at lighter weights. In fact, if the zero fuel weight (ZFW) is more than 9,100 pounds, the flight can be conducted at a maximum takeoff weight of 11,850 lbs., which is the standard Citation weight limit.

Standard Citation I		New Flight Citation I
7,424 lbs.	Basic Operating Wt. (BCA, 4/85)	7,424 lbs.
3,806	Full Fuel	3,806
11,230	Subtotal	11,230
770	Max Passenger/Baggage Wt.	1,420
12,000	Max. Ramp Wt.	12,650
11,850	Max. Takeoff Wt.	12,500

NewFlight GROSS WEIGHT INCREASE MODIFICATION

Description	Application	Installed Price
GROSS WEIGHT INCREASE MODIFICATION	Citation 500 (500-0350 and up)	**$5,512.00**
	Citation 501/SP	**$5,512.00**

Note: Add core deposit of $10,000. Please allow 6 to 8 weeks lead time for modification.

Prices subject to change without notice. Product application and pricing may vary based on aircraft specifications and configuration.

The G501SP Advanced Flight Deck

Developed in cooperation with Garmin International Inc. and featuring the same primary flight and multifunction displays as the renowned G1000, Sierra's G501SP upgrade is well under way and, as of this writing, is expected to receive FAA certification in early 2011.

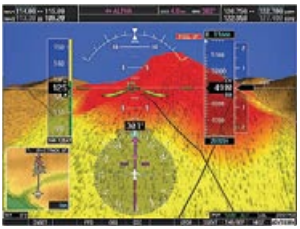
Installed pricing for the basic suite starts at less than $300,000 and typically requires 5 to 6 weeks. Your aircraft's existing panel configuration and equipment list has a significant impact on installed system pricing and choices of options. We highly recommend you contact Sierra's avionics dept. for a detailed custom quote for your aircraft. Depending on your current panel lineup, our avionics experts can often suggest alternatives that will save you money, enhance your capabilities or both.

SIERRA G501SP Advanced Flight Deck

Description
Standard G501SP Flight Deck — includes brand new custom-cut panel with (3) 10.4" LCD displays, Sierra Glare-shield modification, (2) GRS 77 AHARS, (2) GDC 74B Air Data Computers, (2) GTP 59 OAT probes, (2) GIA 63W NAV/COM/ILS/GPS/WAAS units, (2) GTX 33 ES transponders, (2) GMA 1347 audio panels w/ integrated Marker Beacon receiver, (2) GMU 44 triaxial magnetometer, (1) GWX 68 weather radar, (1) GAD 42 interface adapter, document package and necessary wiring and support structures. Existing 3" standby instruments reinstalled in panel.
OPTIONAL UPGRADES: Call for a Customized Quote
Standby Instruments — 2" instruments or L-3 Trilogy all-in-one digital with backup battery
Engine Instrumentation — Dual Meggitt Electronic LCD Engine Displays..
Pedestal Keypad Controller — extended pedestal with GCU 477 remote keypad for PFD & MFD displays.
Transponder Upgrades — Single or dual TIS functionality or ADS-B capability. Call for details.
Garmin SVT™ — Synthetic Vision Upgrade
Charts — Flightcharts included in standard G501SP: Chartview or Jeppesen upgrades available.
Terrain — TAWS-A and -B upgrades available.
RVSM
Communications — Iridium voice & data, Wi-Fi, XM weather & radio.
Cabin Entertainment — XM radio, iPod & iPad interfaces, DVD, Blu-Ray and more available.

Prices shown are for a typically equipped aircraft and are for reference only. Please call or email your Sierra representative with your existing equipment list for a formal quotation tailored to your specific aircraft configuration.

Prices subject to change without notice. Product application and pricing may vary based on aircraft specifications and configuration.



Sierra G501SP Flight Deck – Optional Upgrades

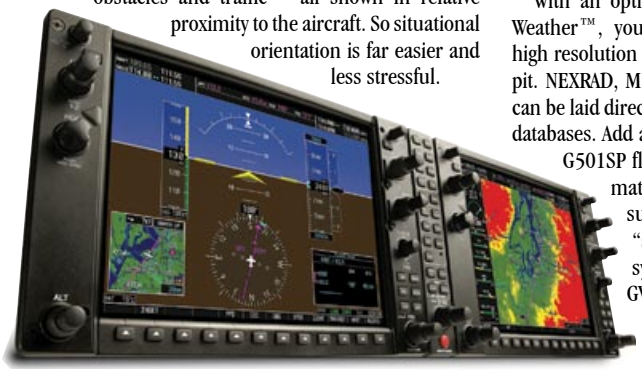
Though the G501SP's Garmin displays put a wealth of easy-to-comprehend flight-critical data at your fingertips on three large-format, high-resolution displays, even greater capabilities are available. The optional upgrades described here can add the latest in virtual imaging and situational awareness to your flightdeck, increasing your safety and that of your fellow travelers.

Look to the Future. In Virtual 3-D

Garmin SVT™ synthetic vision technology is a superb upgrade to the G501SP suite. Using sophisticated graphics modeling, the system recreates a 3-D "virtual reality" database landscape on the pilot and co-pilot PFDs. Garmin SVT enables you to clearly visualize nearby flight and enroute navigation features – even in solid IFR or nighttime VFR conditions.

Garmin SVT shows fixed terrain and obstacles, and also works with TCAS/TAS/TIS traffic technologies to depict targets in 3-D perspective, so you can visually gauge how high and how close they are. Plus, the familiar color- and shape-cued TCAS symbology grows larger as it gets nearer – making traffic conflicts easier to see and identify.

Garmin's SVT recreates a visual topographic landscape from the G1000 terrain-alerting database. The resulting virtual reality display offers a supplemental 3-D depiction of ground and water features, airports, obstacles and traffic – all shown in relative proximity to the aircraft. So situational orientation is far easier and less stressful.



Meggitt EIDS Digital Engine Displays

This Electronic Instrument Display System (EIDS) is a superb upgrade from old, unreliable tape-style gauges. This microprocessor-based system replaces existing gauges with state-of-the-art LCD monitors, displaying a wide array of real-time information. For example, N1, N2, ITT, Oil Pressure, Oil Temp and Fuel Flow, as well as fuel quantity and system status (igniter status, vibration. All information may be toggled between the two screen, providing a valuable 'fail-safe' mode in the event of a display malfunction.

Add Weather, Radio and Traffic

With an optional subscription to XM WX Satellite Weather™, you'll have access to up-to-the-minute, high resolution weather for the U.S., right in the cockpit. NEXRAD, METARs, TAFs, Lightning and more and can be laid directly over Jeppesen and topographic map databases. Add a Garmin Mode S transponder, and the G501SP flight deck will also display Traffic Information Services (TIS) alerts that identify surrounding air traffic. For the best in "scan-your-own" weather analysis, the system can be interfaced with Garmin's GWX 68™ digital color radar. At 6.5 kilowatts, it packs the power to penetrate serious weather.

Prices subject to change without notice. Product application and pricing may vary based on aircraft specifications and configuration.

Sierra's Glareshield - Annunciator Panel Modification

Add valuable space for new avionics and gain additional utility. This highly functional modification puts vital annunciator information right in your line of sight. Sierra uses your existing glareshield, modifying it to free up valuable panel "real estate" for new avionics. Includes black Ultratech covering — ask about covering options to match your existing interior.

Sierra/Meggitt EIDS LCD Engine Gauge Upgrade C-5 Series

This Electronic Instrument Display System (EIDS) is a superb upgrade from old, unreliable tape-style gauges. This microprocessor-based system replaces existing gauges with state-of-the-art LCD monitors, displaying a wide array of real-time information. For example, N1, N2, ITT, Oil Pressure, Oil Temp and Fuel Flow, as well as fuel quantity and system status (igniter status, vibration. All information may be toggled between the two screen, providing a valuable 'fail-safe' mode in the event of a display malfunction.

- **Applicable Aircraft:**
  Sierra FJ44-2A-powered ***Stallion*** and ***Eagle II***, and all Pratt-powered Citation 500/501, 550/551, S550, and 560 models.
- **Certification:** fully FAA Certified for aircraft above.
- **Testing** - Equipment tested beyond the extreme FAA regulations required for new avionics equipment.
- **Display** - Crisp color matrix of 81,920 pixels with fully adjustable brightness controlled by front-panel dimmer.

Custom Throttle Knobs

Lightweight machined aluminum knobs are a flashy and functional addition to your cockpit. Engraved with Stallion, Super II or Super S-II logo, they are available in a variety of vivid anodized color finishes. They can also be customized with your aircraft registration number or company logo. Sold as a pair. Please call today for more details.

SIERRA Glareshield - Annunciator Panel Upgrade	OTC Price*	Installed Price
Citation 500, 501, 550, 551, S550 models - includes black Ultratech covering.	$7,290.00	$8,900.00

*Over-the-counter price is applicable for customer supplied glareshields. Shipping not included. Customer must have signed work agreement before shipping glareshield to Sierra. Please call your Sierra representative for details.

Sierra Custom Throttle Knobs	Sierra's Price
Set of two knobs - please specify color and logo when ordering. *For non-T/R equipped aircraft only.*	$800.00

SIERRA/Meggitt C-5 EIDS Gauge Upgrade	Kit Price	Installed Price
Includes all necessary components, connectors and drawings, plus 337 Certificate, STC, Aircraft Decal, Limited Warranty, Manual Supplements and Cockpit Checklist. Refundable core charge of $10,000.00 applies to kit price.	$45,692.00	$59,995.00

Prices subject to change without notice. Product application and pricing may vary based on aircraft specifications and configuration.

4 Point Crew Restraint System

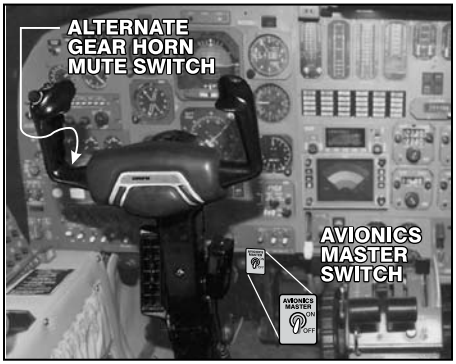
Tired of your shoulder harness slapping the side windows and causing expensive and unsightly nicks? Sierra's effective pilot restraining system uses state-of-the-art, TSO approved components, enhancing crew convenience and comfort. The rotary buckle and inertia reel are designed for greater convenience and safety. Convenient kits are available in your choice of webbing color for easy field installation.

Avionics Master Switch

Original Citation avionics systems must be turned on at their individual control heads. This can mean 15 or more switches, depending on how your aircraft is equipped. Sierra's Avionics Master Switch reorganizes the avionics bus wiring to permit ON/OFF operation from a single, convenient switch, reducing pilot workload and extending avionics life.

Alternate Gear Horn Mute Switch

Offering convenient location and operation, this switch supplements the existing gear horn mute system, allowing the pilot's hand to remain on the control wheel during critical flight phases. Retaining the "Fail-Safe" automatic reset features of the factory system, this FAA approved kit allows easy field installation.



CITATION COCKPIT ENHANCEMENTS

Description	Application	Order #	Kit Price	Install Man-Hours	Installed Price
4 POINT CREW RESTRAINT SYSTEM* — Replaces existing crew seat restraint with a double shoulder strap 4-point system with a high quality quick-release rotary buckle. Please inquire about lead time required.	Citation 500/501SP, 550/551SP, S550, 560	SI 220	**$3,790.00 (per pair)**	4 m/h	**$4,750.00 (per pair)**
AVIONICS MASTER SWITCH — Installation of a single, panel mounted master switch for positive "ON - OFF" operation of all avionics components.	Citation 500, s/n 500-0001 - 500-0274	SI 250-800	**$2,590.00**	60 m/h	**$7,330.00**
ALTERNATE GEAR HORN MUTE SWITCH — Pilot's Control Wheel mounted Gear Horn Mute Switch, supplemental to existing switch.	500/501SP, 550, 551SP, S550	SI 260	**$659.00**	4 m/h	**$975.00**
NEW COCKPIT PANEL SEGMENTS — Sierra will CNC mill new customized panel segments to your specifications. Update and clean up your instrument panel to "like new" aircraft condition.	Citation (all)	n/a	**Call for Quote**	n/a	**Call for Quote**
REPLACEMENT SWITCH BOOT COVER KIT — New vinyl Switch Boot Covers in 4 colors replace dirty, torn or missing covers. Contains enough color-coded switch covers to complete one aircraft.	Citation (all)	SI 240	**$95.00**	1 m/h	**$236.005**
TRANSPONDER IDENT SWITCH — Pilot's control wheel-mounted switch allows transponder ident without leaving the control wheel.	Citation (all)	10-82009-5	**$646.00**	6 m/h	**$1,118.00**

** Note: 4-Point Crew Restraint Systems are sold and installed in sets of two only.*

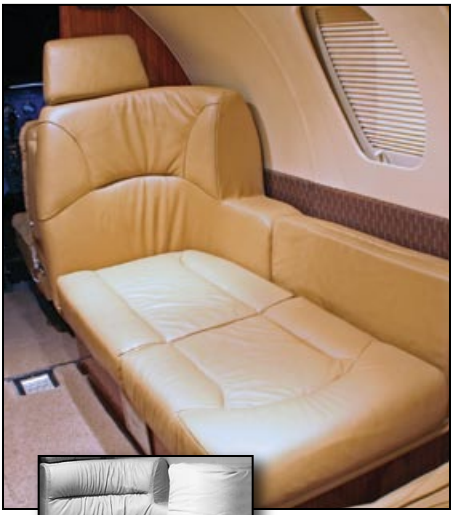
Prices subject to change without notice. Product application and pricing may vary based on aircraft specifications and configuration.

3-Place Citation Aft Divan

Open up your cabin by incorporating our luxurious, roomy and functional 3 place Aft Divan. Retain the aft storage area for luggage and hanging bags while maximizing the comfort and utility of your Citation's cabin. Note: our Aft Divan is authorized for up to three occupants during takeoff and landing.

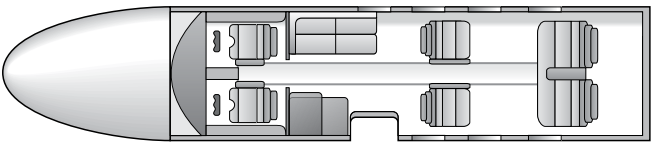
Features:

- Versatile Cabin Configuration.
- Outboard segments recline for sleeping comfort.
- Inboard segment converts to armrest.
- 20 inches more legroom for greater passenger comfort.
- Lighter weight than two individual seats.
- Simple 15 minute removal or replacement.
- 30 - 40 hours initial installation time.



Forward Barrel Sofa

This is a newly manufactured right hand barrel seat and sofa combination which will accomodate two individuals comfortably or a single person in luxury (Note: one occupant is approved for takeoff and landing). This Barrel Sofa can be specified with or without the optional underseat potty which serves the need for such facilities when used in conjuction with the SIERRA 3-Place Aft Divan. When either the conventional "honeybucket" or the electric full flushing chemical potty is specified, a curtain must be installed to separate the potty from the aft cabin (see the SIERRA armrest modification on the following page). Our kit includes complete installation components, drawings and instructions, and FAA form 8110.3, approving the installation in your aircraft. The barrel sofa is supplied un-upholstered and includes modifications to the seat tracks and headliner.



Sierra Citation 500/501SP executive seating configuration for 6 passengers with refreshment center.

Southstar Aircraft Interiors offers complete full-service interior refurbishment, co-located with Sierra Industries at Uvalde's Garner Field Airport. Please see page 173 for more information.

Prices subject to change without notice. Product application and pricing may vary based on aircraft specifications and configuration.

One-Piece Cabin Armrest

This one-piece hard top armrest conversion gives your Citation cabin a modern, unitized appearance with crisp lines and increased useability.

- Single piece armrest replaces the original 3-piece Citation system — cleaner, stronger, easier installation than the original.
- Provides comfortable armrest extensions needed with SIERRA'S Aft Divan installation (facing page).
- Accomodates a hidden curtain stowage compartment when used with a forward lavatory.
- Built-in provisions for recessed beverage holders, executive writing tables, and four stereo speakers.
- Modern, unitized appearance with crisp lines and level surfaces like the Citation V.
- Compatible with Citation 500 and 501SP aircraft.

CITATION CABIN ENHANCEMENTS

Description	Options	Application	Installed Price
CITATION 3-PLACE AFT DIVAN*	N/A (no upholstery)	Citation 500/501SP	**$21,890.00**
CABIN ARMRESTS - ONE PIECE	w/o curtain box (no upholstery)	Citation 500/501SP	**$5,685.00**
	w/ curtain box (no upholstery)		**$5,895.00**
FORWARD BARREL SEAT/POTTY*	sofa only (no upholstery)	Citation 500/501SP	**$7,263.00**
	w/ conventional potty		**$8,826.00**
	w/ full flush chemical potty		**$11,673.00**
FORWARD REFRESHMENT CENTER — Custom made to customer requirements. Design and features coordinated with existing aircraft interior decor.		Citation 500/501SP, 550, 551SP, S550, 560	**call for quote and options**

** Note: Pricing shown does not include seat belts, upholstery or cabinetry, or any modifications to existing seat rails. (Seat rails are required for installation.)*

Sierra Cabin Entertainment Systems from Flight Display Systems

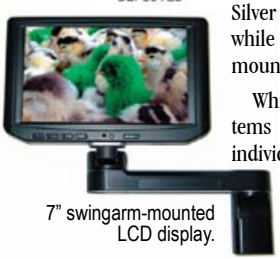
Enhancing the Flight Experience

Passenger comfort and contentment is every bit as important to us as it is to you. Sierra offers affordable in-flight entertainment systems to make their flight (and yours) more enjoyable. Choose one of our pre-packaged systems or build your own custom system from a wide variety of components.

Offering 3 different user-selectable wireless audio channels, viewers can enjoy DVD video, real-time moving-map displays and a 'pilot's-eye' view from the glareshield-mounted camera (perfect for keeping passengers entertained during takeoff and landing). The Silver system includes a slide-out 10" LCD display, while the Gold system substitutes 2 individual arm-mounted 7" LCD displays.

While these packages are completely integrated systems as-is, they can be easily customized to fit your individual requirements. Ask about upgrade options such as XM satellite weather, additional displays and wireless headsets. Please call Sierra today for more information.

10.2" LCD display mounts on refreshment center - or slides out into aisle for easier viewing.



7" swingarm-mounted LCD display.

SIERRA CABIN ENTERTAINMENT PACKAGE SYSTEMS

SIERRA Silver System	Application	Installed Price
Includes Moving-Map display unit, refreshment-center mounted 10.2" LCD display, Combo DVD/CD/MP3 player, Glareshield Camera, wireless headphone amplifier and (2) Sennheiser HDR-140 headsets.	Citation 500 / 501SP	$31,383.00
SIERRA Gold System	**Application**	**Installed Price**
Includes Moving-Map display unit, (2) arm-mounted 7" LCD displays, Combo DVD/CD/MP3 player, Glareshield Camera, wireless headphone amplifier and (2) Sennheiser HDR-140 headsets.	Citation 500 / 501SP	$39,983.00

For more information about Sierra's cabin entertainment system upgrades and customized installations, please see pages 30 - 31.

Prices subject to change without notice. Product application and pricing may vary based on aircraft specifications and configuration.

Citation JetBed

Long flight, or just a long day? When it's time to relax, it's time for JetBed! The JetBed is designed to fit between two facing club seats, so you can stretch out and get some COMFORTABLE, recharging rest.

JetBed is fully adjustable and easy to set up in-flight. After filling the air mattress with the cordless air pump (included), just dial in the air pressure to your perfect comfort level.

- JetBed is made from top-quality materials that will hold up and heavy-duty valves that will last for years.
- Stain resistant, removable mattress cover, for easy cleaning.
- Real Velcro® straps secure the JetBed around the seats.
- Soft foam mattress that lays flat across the seats.
- Light weight, easy to carry. JetBed deflates into its own carrying case. Zip up and go!
- Measures (in bag) 33" x 19" x 5".

Citation Door Canopy

Spend much time at a static display, and sooner or later the weather is sure to be uncooperative. After one too many bad weather airshow days, we decided to create this exclusive door canopy to help keep rain and sunshine out of the expensively appointed interior.

Featuring a precision manufactured aluminum frame and sturdy steel hoops, this lightweight awning snaps securely into the aircraft door frame. When it's time to leave, the canopy collapses into a compact, one-piece unit that easily fits in a baggage compartment or behind an aft divan. Heavy duty water-resistant canvas stands up to sun or rain and can be embroidered with your company logo or aircraft registration number.

SIERRA CABIN ACCESSORIES

Description	Remarks	Sierra's Price
JET-BED - Inflatable bed system with cordless air pump and carrying case.	Citation 500 / 501 / 550 / 551SP / S550, 560	**Call for current price**
CITATION FOLDING DOOR CANOPY — Includes collapsible frame, royal blue canvas and carrying case. Please call for optional canvas colors and/or custom embroidery options.	Citation 500 / 501 / 550 / 551SP / S550, 560	**$795.00**

Prices subject to change without notice. Product application and pricing may vary based on aircraft specifications and configuration.

Sierra's Air Ambulance / Medical Transport Modifications

The versatility of the Cessna Citation doesn't stop with business travel. The Citation's low operating costs, short field capability and proven reliability make it an excellent choice for medical transport usage. Sierra is proud to offer several enhancements to maximize the utility of your Citation aircraft. Cargo door and patient handling modifications are FAA and EASA-approved and are available for all Citation 500/501, 550/551, S550 and 560 models. Our 36-inch extended width door provides ample access for stretchers and other bulky equipment. For additional information about aircraft modifications for specialized applications or aircraft leasing, call your Sierra representative today.

Patient Handling Systems

Sierra is proud to offer the most advanced patient handling equipment available for the Air Medical industry – the AeroSled PLUS system from LifePort.

Incorporating a modular base unit with optional oxygen, compressed air, suction and an on-board electrical inverter, the customized AeroSled system makes patient loading, in-flight care, and unloading quick and easy. Sierra's engineering staff can custom-design a configuration that will meet your requirements for either dedicated or multi-mission applications. Some options include:

- Single or Dual Stretcher Configurations
- Ramp and Pneumatic Lift Devices
- Single or Dual Infant Incubators
- Specialized Medevac Equipment Training
- Numerous Display and Auxiliary Configurations

Call Sierra today for more details!

Prices subject to change without notice. Product application and pricing may vary based on aircraft specifications and configuration.

Sierra Citation Extended-Width Door

This extended-width door modification provides easy cabin access for large, bulky items without compromising the structural integrity of the Citation airframe. In fact, this modification has been tested to the maximum requirements of FAR Part 25 and has been proven through dozens of Citation installations. Since it uses the same reliable mechanical design of the original door, no specialized maintenance or tools are required.

The full 36 inch opening (the original Citation door is only 23") provides extra access capability for medical transport, palletized cargo, large arial cameras, research equipment or other oversized cargo items. Since it has minimal effect on your existing seating arrangements, it is ideal for multiple-use aircraft — one day, you can host an in-flight business meeting; the next, you can scout locations using oversized camera equipment!

SIERRA EXTENDED-WIDTH CABIN DOOR		
Description	**Remarks**	**Installed Price**
EXTENDED-WIDTH DOOR MODIFICATION — 36" wide door with additional structural stiffening. Modification includes all necessary changes to interior and door trim	Citation 500 / 501SP	**$187,740.00**
	Citation 550 / 551SP	**$197,120.00**
	Citation 560	**$219,240.00**

Prices subject to change without notice. Product application and pricing may vary based on aircraft specifications and configuration.

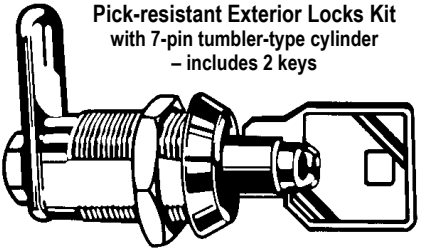
Citation Exterior Modifications and Accessories

SIERRA offers a wide variety of exterior and interior enhancements to increase the comfort, useability and value of your Citation. Numerous modification and products are available for Citations, ranging from the Pneu-Lift™ forward baggage door opener and our quick release radome modification (see facing page), to the attractive and functional accessories pictured on this page. Most of our modification kits can be installed by a qualified licensed mechanic or you can have the modifications done here at our facility in South Texas by our highly trained service technicians. Either way, you'll be assured of the finest in quality materials and craftsmanship and will enjoy the benefits for as long as you own your Citation.

KYDEX engine inlet covers

TAT probe cover

Pick-resistant Exterior Locks Kit
with 7-pin tumbler-type cylinder
– includes 2 keys



Static Wicks

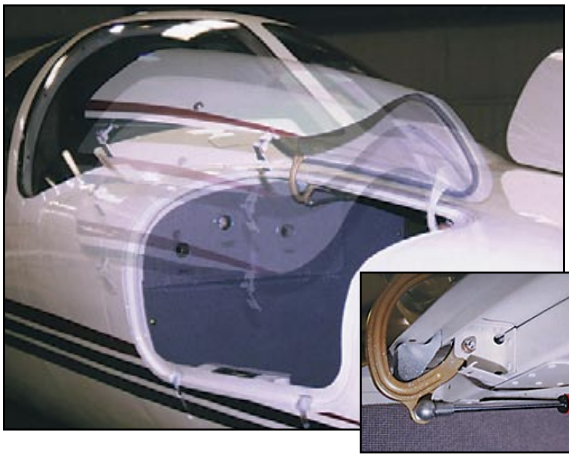
EXTERIOR MODIFICATIONS & ACCESSORIES

Description	Application	Install Man-hrs	Price
ENGINE INLET COVERS — New vacuum formed KYDEX covers for the Citation Engine Inlets. Includes the Generator Inlet covers. Available with embossed logos. Choose from Stallion, Eagle II, Eagle or Longwing logos.	Citation 500/501SP	n/a	**$499.00 set of 2**
EXTERIOR LOCKS KIT — Featuring Tubular Keys with pick-resistant 7 pin tumbler type cylinder. Restricted individual Key Registration. 6 Lock Kit for all exterior openings — Baggage Compartments, Radome, Cabin Door and Tailcone.	Citation 500/501SP, 550, 551SP, S550 Part No. SI 500-1	4 m/h	**$289.00 kit**
TAT PROBE COVERS — Heavy duty nomex canvas covers protect delicate temperature probes from dust, insects and foreign object damage. Includes easy Velcro closure and bright red "Remove Before Flight" ribbon. Sold as a pair.	All Citations	n/a	**$86.00 pair**

Description	Application	Part No.	Price (ea.)
STATIC WICKS — SIERRA offers high performance static dischargers for the Cessna Citation in either the brown factory original style (P/N 15330 - long & 15340 - short) or a new upgrade version* which is stronger, more streamlined and more efficient (P/N 16920 - long & 16930 - short). The Cessna Citation requires 14 long and 4 short static dischargers.	Citation 500/501SP, 550, 551SP, S550, 560	15330	**$92.00**
		15340	**$82.00**
		16920	**$90.00**
		16930	**$125.00**

** Note: SB23-15 must be completed in order to fit new upgrade static wicks (P/N 16920 & 16930).*

Prices subject to change without notice. Product application and pricing may vary based on aircraft specifications and configuration.



"Pneu-Lift™" Nose Baggage Door Openers

Eliminate bent or broken hardware due to inexperienced personnel — convert your nose baggage doors to Sierra's "Pneu-Lift™" system for faster, easier and hassle-free operation. The "Pneu-Lift™" system uses high-tech gas cylinder lifters to provide easy and safe access to the nose baggage compartment. Choose the complete easy-to-install kit or call us for more information about Sierra's installation service.

Quick Release Radome Modification

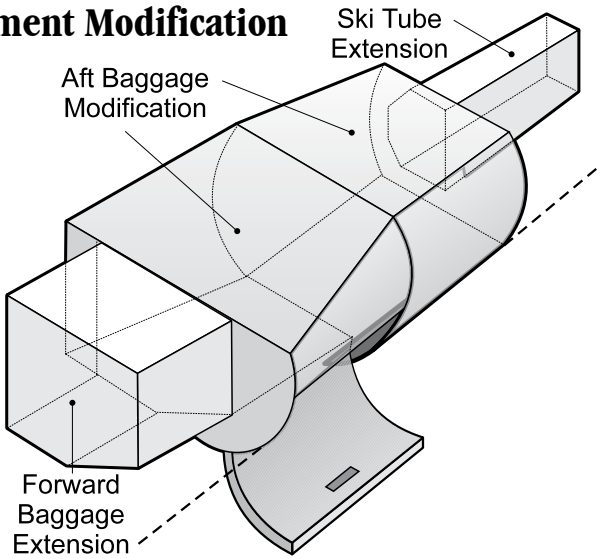
No more screwdriver scratches or expensive and easy-to-lose fasteners! Accent your aircraft's appearance and improve maintenance access to the Radar/Avionics bay. Our Quick Release Radome Modification permits rapid 1-minute removal and installation and easy access to radar and avionics equipment, while providing secure, high-tech attachment and a smooth, clean appearance. Call us today for more information.

EXTERIOR MODIFICATIONS

Description	Application	Order No.	Install Man-Hours	Kit Price	Installed Price
"PNEU-LIFT™" NOSE BAGGAGE DOOR OPENERS — Automatic Nose Baggage Door Opening System. Gas cylinder lifters provide easy access to Nose Baggage Compartment.	Citation 500/501SP, 550, 551SP, S550, 560	SI 380-1	12 m/h	**$965.00**	**$1,915.00**
Complete Kit for aircraft with existing lighting.		SI 380-2	24 m/h	**$955.00**	**$2,850.00**
Complete Kit with provisions to add lighting in the Nose Baggage Compartment.		SI 380-3	24 m/h	**$2,336.00**	**$4,232.00**
RADOME MODIFICATION — Screw type Radome fasteners replaced with special bayonet guide and positive locking Quick Release Fasteners. Does not include paint.	Citation 500/501SP, 550, 551SP, S550, 560	SI 160	35 m/h	**$2,678.00**	**$5,565.00**

Prices subject to change without notice. Product application and pricing may vary based on aircraft specifications and configuration.

Aft Baggage Compartment Modification



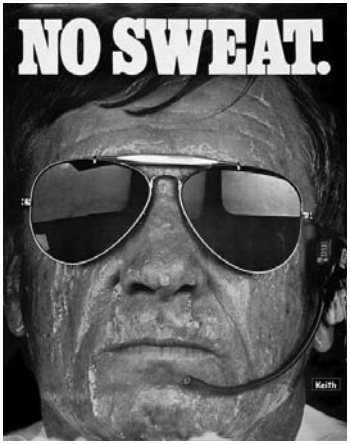
Are you tired of choosing between trying to squeeze your luggage into the minimal space of the forward baggage compartment or finding space for it in the cabin without cramping your passengers?

This Aft Baggage Compartment Modification adds 6 cubic feet of easily accessible baggage capacity to your Citation, utilizing otherwise unused space in the aircraft's fuselage. Its extended length is ideal for bulky items such as golf clubs or skis and it adds only 15 lbs. to the weight of the aircraft. It's also handy for stowing engine or nose covers, wheel chocks, and other items. As a bonus, you'll fly a better balanced and less nose-heavy airplane when carrying luggage in this baggage compartment. This modification is covered by Supplemental Type Certificates SA2692CE and SA2688CE.

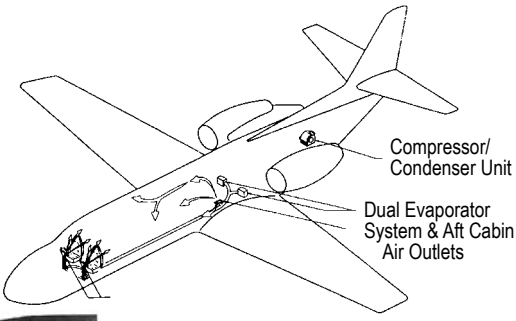
A variety of upholstery options are available for this modification — please call for more information.

BAGGAGE COMPARTMENT MODIFICATIONS

Description	Application	Installed Price
AFT BAGGAGE MODIFICATION — Supplied without upholstering – call for upholstery options and pricing	Citation 500/501SP - no A/C	**$24,000.00**
	Citation 500/501SP - w/ A/C	**$26,800.00**
	Citation 550/551 - no A/C	**$25,300.00**
	Citation 550/551 - w/ A/C	**$27,300.00**
	Citation 500/501 FJ44 Eagle II	**$26,800.00**
SKI TUBE EXTENSION KIT — Add-On to Aft Baggage Mod (above) or to existing OEM configuration	Citation 500/501, 550, S550, 560	**$6,000.00**



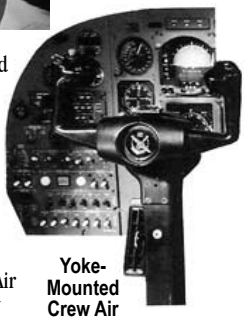
SIERRA'S AIR CONDITIONING SOLUTIONS FOR YOUR CITATION



Citation 500/501SP

Climatize your Citation now and defeat the heat with a top efficiency air conditioning system custom designed for your Citation. Our systems offer:

- Quality installation by SIERRA's expert technicians for your Citation 500/501SP.
- We install the industry's favorite Air Conidtioning systems designed by Keith Products, Inc.



Yoke-Mounted Crew Air Outlet

- Crew air outlets beneath the control yokes available for added comfort and safety.
- Conversion Kits available to upgrade your current Keith system from R-12 to environmentally friendly R-134a refrigerant.
- Rapid turnaround with SIERRA's in-stock supply of kits.

CITATION AIR CONDITIONER SYSTEMS

Description	Part #	Installed Price
Systems for Citation 500 / 501SP		
R134a AIR CONDITIONING SYSTEM — Tailcone mounted compressor (see diagram above)	82-75-101-8	**$40,002.00**
R134a A/C SYSTEM — with Control Column Air Delivery	82-75-101-9	**$41,990.000**
COOLANT CONVERSION — from R-12 to R134a	SB119-1	**$4,875.00**

Note: Prices above do not include coolant cost.

Ask us about Sierra's "Fly-Thru Maintenance" program.

We'll help keep you in the air while your plane's in the shop. Take advantage of our FAA-approved Repair Station capabilities and schedule other needed maintenance while your air conditioning is upgraded.

Prices subject to change without notice. Product application and pricing may vary based on aircraft specifications and configuration.

BoomBeam HID Lighting Systems

Increase your light intensity by 300 to 400%! This new HID (High Intensity Discharge) Mercury-Xenon landing light system is the whitest, brightest idea in aircraft lighting in 25 years. The shock-resistant, filament-free design is brighter and whiter than standard or halogen lighting. Extensively proven in rough environments, the system (including bulbs) is warranteed for 5 years and draws significantly less steady-state power.

Applicable to Citation 500/501SP, 550/551, S550 and 560 and 560XL aircraft. Systems are also available for a wide variety of other aircraft. Applicability may vary, depending on service bulletin status. Please call Sierra for more details.

BOOMBEAM High Intensity Citation Lighting Systems

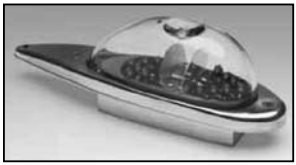
Description	Model No. / Application	Installed Price
HID Main Gear Landing Light System	LSM-500-066 Citation 500 / 501SP, SN -0001 thru -0424	**$4,475.00**

Please inquire for specific serial number applications and service bulletin requirements.

Whelan LED Replacement Lights

LED lighting technology is a significant upgrade from existing incandescent and halogen lights, providing much longer life (20,000 hours!), reduced power consumption and much greater shock and vibration tolerance. These lights feature tough, hard-coated clear polycarbonate lenses and state-of-the-art surface mount technology. Whelan light replacements are compatible with existing lighting profiles and mounting, and are fully compliant with all FAR color requirements.

Applicable to all Citation 500/501SP, 550/551 and S550 aircraft. Please call for details.



Top:
71011 LED Tail Light

Bottom:
90088 Rudder Mount Light

not pictured:
70975 Wingtip Position Light

CITATION LED Replacement Lights

Description	Model No. / Application	Installed Price
Tail Position Lights	7101102 LED / Tail Light - Vertical Mount	**$921.00 ea.**
	7101103 LED / Tail Light - Horizontal Mount	**$921.00 ea.**
Rudder Anti-Collision Light	9008813 LED / Red anti-Collision Light	**$2,367.00 ea.**
Wingtip Position Lights	7097501 LED / Red Position Light	**$756.00 ea.**
	7097502 LED / Green Position Light	**$756.00 ea.**

Tel-Tail Vertical Tail Floodlights

The Tel-Tail floodlight system can enhance your aircraft's appearance, increasing nighttime safety at the same time. It's an effective way to increase the visibility of your company logo and/or aircraft identification while also making the tower controller's job easier. By providing a visible cue for aircraft size, closure rate and direction of travel, Tel-Tail lights increase safety and enhance collision avoidance for you and other aircraft in the area.

Tel-Tail lights are fully FAA-approved by STC for most aircraft and have been installed on more than 3,000 commercial and business aircraft around the world. Call your Sierra representative today for more information.

CometFlash Strobe Lighting

CometFlash is a unique flash pattern that provides more than 4 times the overall "on-time" of conventional strobes and minimizes the "dark time" for better aircraft tracking. Your Citation in flight appears as an extended streak of light rather than a series of disjointed flashes.

The CometFlash system provides four high-energy light pulses in each burst of light at a rate of 45 light bursts per minute! It is crafted from the finest components and is fully FAA / PMA approved.

If you want higher visibility and more safety, the CometFlash system will deliver almost twice the visible warning protection of any other strobe design available – without increasing power input requirements!

AIRCRAFT LIGHTING SYSTEMS

Description	Application	Installed Price
TEL-TAIL FLOODLIGHT SYSTEM – Complete system (right and left sides), with installation. Please call for more information about scheduling installation.	Citation 500 / 501	**$8,438.00**
	Citation 550 / 551	**$8,438.00**
	Citation 550 Bravo	**$8,438.00**
	Citation 525	**$8,072.00**
	Citation 650	**$11,347.00**

STROBE LIGHTING SYSTEMS

Description	Application	Installed Price
COMETFLASH STROBE LIGHT SYSTEM – Complete system (right and left sides), with power supply. Please call Sierra for more information about scheduling installation.	Citation 550/551	**$4,167.00**
	Citation S550	**$4,167.00**
	Citation 525	**Call for Pricing**
	Citation 560	**$4,167.00**
PULSELITE CONVERSION — Convert your existing landing and recognition lights to alternately flash for enhanced perception by other traffic in high-density or poor visibility conditions. (Part No. 4130)	Citation 500/501, 550, S550, 560	**$7,376.00**

Prices subject to change without notice. Product application and pricing may vary based on aircraft specifications and configuration.

CITATION TIRES, WHEELS & BRAKES

Keep your Citation's landing gear in tiptop condition with our complete selection of tires, wheels & brake upgrades and replacements. Whether you're overhauling your existing setup or upgrading to Cleveland or B. F. Goodrich systems, our experienced, certified technicians will treat your aircraft with the careful attention to detail that you deserve. Call today to schedule an appointment.

CLEVELAND WHEELS & BRAKES

Description	Application	Part #	Installed Price
WHEEL & BRAKE CONVERSION — Main Wheel & Brake.	Citation 500, 550	199-164	**$13,896.00**
NOSE WHEEL CONVERSION	Citation 500, 550, S550	199-137	**$2,949.00**

Note: Add core charge of $1500.00 if old wheels & brakes are not turned in. Please allow 6 to 8 weeks lead time for conversions.

GOODYEAR BRAKE REPLACEMENT

Description	Application	Part #	Installed Price (ea)
Replace existing Goodyear brakes with overhauled units. Please add core charge of $7500.00 per brake if removed brake pacs are not turned in.	LH Brake - Citation 500, 550	5001445-3	**$5,039.00**
	RH Brake - Citation 500, 550	5001446-3	**$5,039.00**

CITATION 500/501— B. F. GOODRICH WHEELS & BRAKES

Description	Application	Part #	Installed Price
WHEEL & BRAKE CONVERSION — to B. F. Goodrich wheels & brakes per Cessna SB 500-32-38.	without power assist brakes	SB500-32-38-0	**call for quote**
	with power assist brakes	SB500-32-38-1	**call for quote**

Description	Part #	Application	Installed Price (ea)
BRAKE REPLACEMENT — Replace existing B. F. Goodrich brakes with overhauled units. Please add core charge of $14,000.00 per brake if removed brake pacs are not turned in. Pricing for either L or R side.	2-1528-6	Citation I & II with hydraulics	**$6,695.00**
	2-1530-4	Citation 500/501 w/o hydraulics	**$6,995.00**

GOODYEAR CITATION I REPLACEMENT TIRES

Description	Application	Order Number	Sierra's Price
Citation Replacement Tires.	Citation I Nose Wheel Tire - 210 MPH	184F10-2	**$620.00**
	Citation I Nose Wheel Tire - 190 MPH	184F08-1	**$620.00**
	Citation I Main Gear Tire	220K08-3	**$742.00**

Need De-Ice Boots for your Citation I?
Please see page 39 for applications and pricing.

Prices subject to change without notice. Product application and pricing may vary based on aircraft specifications and configuration.

GILL LOW-MAINTENANCE BATTERY

- High Rate Discharge (in excess of 1450 AMPS).
- 70 AMP 30 minute emergency capacity.
- Excellent low-temperature performance — 445 CCA @ 0° F (-18° C) for 60 seconds.
- Robust TTP (through the partition) inter-cell connections increase reliability.
- Reinforced cast aluminum lid and heavy-duty integrated internal connector post.

HAWKER 43 AH LEAD-ACID BATTERY

- True no-maintenance battery.
- Hot & cold performance exceeding any other aviation battery: -40°C to +75°C.
- Epoxy-coated steel case with thermal sensor.
- Superb deep-discharge recovery capability.

Call us for technical information and warranty details.

Citation Main Ship Batteries

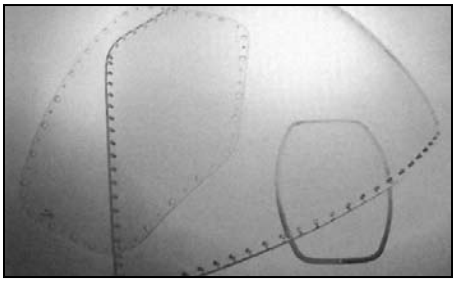
CITATION BATTERY CONVERSIONS

Description	Application	Order #	Installed Price
GILL G-6381ES SEALED BATTERY — This robust 24 volt, 43 Amp-Hr battery provides significant maintenance-cost savings and higher capacity than standard batteries. 80 lbs. 1-year warranty.	Citation 500 series	G6381ES	**$3,545.00**
HAWKER 43 Ah MAIN SHIP BATTERY — This 24 volt no-maintenance battery is specifically designed for Citation 500-series aircraft. 91 lbs. 24 mo. storage / 30 mo. installed warranty.	Citation 500 series	9750W0370-11	**call for current price**
BATTERY CONVERSION — Converts existing NiCAD battery to Lead-Acid battery for improved performance, utility and cost-effectiveness.	Citation 500/501SP, 550, 551SP, S550, 560	n/a	**call for current price**
CONCORDE RECOMBANT LEAD-ACID BATTERY — Converts existing NiCad battery to low maintenance sealed and STC'd lead-acid battery.	Citation 500 / 501SP	RG-380E/44	**$4,096.00**

Replacement Windows

As your aircraft ages, your windows inevitably fall victim to erosion, scratches and nicks from exposure to the elements and, sometimes, careless passengers.

Choose Sierra's professionals to install your windows, and we'll have you on your way with a minimum of downtime – without costing you an arm and a leg. Call your SIERRA representative today for more information.



CITATION WINDOW REPLACEMENTS

Description	Sierra's Installed Price
Right Side Windshield	$21,905.00
Left Side Windshield	$21,905.00
Right Side Cockpit -Outer	$5,541.00
Right Side Cockpit -Inner	$3,802.00
Left Side Cockpit -Outer	$5,541.00
Left Side Cockpit -Inner	$3,802.00
Cabin Window	$2,158.00

**Note: Prices do not include cabin interior removal.*

Prices subject to change without notice. Product application and pricing may vary based on aircraft specifications and configuration.

Citation 500/501SP Phase Inspection Services

Inspection	Description	Time Interval	Cessna's est. price[1]	Sierra's Price
Phase 1	Nose, Cockpit, Interior	300 hrs / 24 mo.	2,612.00	**$2,260.00**
Phase 2	Wings, Gear, Empennage	300 hrs / 24 mo.	5,304.00	**$4,590.00**
Phase 3	Tailcone	300 hrs / 24 mo.	1,296.00	**$1,121.00**
Phase 4	Powerplants (both)	300 hrs / 24 mo.	3,370.00	**$2,916.00**
Phase 4 A/F	Airframe Only	300 hrs / 24 mo.	n/a	**$1,024.00**
FJ44-2A Check 1 (both engines)		150 hrs	n/a	**$945.00**
FJ44-2A Check 2 (both engines)		300 hrs	n/a	**$1,024.00**
FJ44-2A Check 1 & 2 (both engines)		300 hrs	n/a	**$1,969.00**
Phase 5	Complete Inspection & 1200 hr. — w/o Phase 49	1200 hrs / 36 mo.	28,500.00	**$19,731.00**
Phase 1 thru 5 — w/o Phase 49			39,461.00	**$24,660.00**
Phase 6	Airframe Exterior Check	14 days	910.00	**$788.00**
Phase 7	Drag Chute	90 days	391.30	**$315.00**
Phase 8	Engine Oil & Filter (per engine)	800 hrs / 12 mo.	318.50	**$236.00**
Phase 10	Battery Deep Cycle	100 hrs	1,028.30	**$511.00**
Phase 11	Stick Shaker (Netherlands)	200 hrs	182.00	**$158.00**
Phase 12	ACM & Spar	600 hrs	591.50	**$499.00**
Phase 13	Nicad S/B Gyro Battery	100 hrs / 3 mo.	391.30	**$315.00**
Phase 14	Lead Acid S/B Gyro	600 hrs / 3 - 6 mo.	364.00	**$252.00**
Phase 15	Empennage Structure: Crack Inspection — Tail	10K hrs, 15K hrs, then ea 1K	12,558.00	**$10,001.00**
Phase 16	Cabin Door and Engine Mount Structure	10K hrs, 15K hrs	1,383.20	**$1,181.00**
Phase 17	Crack Inspection — Cabin Structure	10,000 hrs	4,550.00	**$3,623.00**
Phase 18	Emergency Equipment	Every Year	591.50	**$512.00**
Phase 20	A/S, Alt, ADC & Static, FAR 91.411A/S	Every 2 years	1,245.00	**$1,024.00**
Phase 20	Phs. 20 above, with RVSM	Every 2 years	1,327.00	**$1,103.00**
Phase 21	CVR & Locator Beacon	Every 2 years	364.00	**$473.00**
RVSM Yearly Inspection		Every year	T + M	**$1,260.00**
Phase 22	Oxygen & Nitrogen Hydro	Every 3 years	1,456.00	**$866.00**
Phase 23	Emergency Bottles Hydro (NDT extra)	Every 5 years	1,456.00	**$866.00**
Phase 24	Pressure Bulkheads & Spar C/T	10K hrs, then ea. 3K hrs	39,312.00	**$27,272.00 NDT included**
Phase 25	Hot Section Inspections	per P&W Manual	8,099.00	**$6,773.00**
Phase 26	Oxy Cylinder Hydro Test	10 yr. / 5 yrs.	1,456.00	**$866.00**
Phase 34	Portable Fire Extinguishers	every 6 mo.	91.00	**$79.00**

Flat rate prices include inspection labor. State and local taxes, discrepancy labor, parts, materials and freight are billed extra. NDT is not included except where noted. [1]Prices estimated from most recent published information and current CPI adjustment.

Do you need to keep flying while you have inspections performed?

Sierra's "Fly-Thru Maintenance" program can provide a loaner aircraft to keep you on schedule while we inspect your Citation. We offer a variety of comparable aircraft for your use. Whether you need a Citation or a King Air, be sure to ask us for more information and options.

Prices subject to change without notice. Product application and pricing may vary based on aircraft specifications and configuration.

Citation 500/501SP Phase Inspection Services

Inspection	Description	Time Interval	Cessna's est. price[1]	Sierra's Price
Phase 37	Windows, Doors, Wing & Horizontal Stabilizer	5000 hrs	7,553.00 (NDT extra)	**$5,387.00 NDT included**
Phase 39	Camera Pod & Navigation Sight Structure	4500 hrs, then ea. Phase 5	455.00	**$415.00**
Phase 40	Cabin Door Frame	10,000 hrs	1,110.20	**$866.00**
Phase 41	Horizontal X-Ray	3,700 hrs, then ea. 1,200 hrs	200.20 (NDT extra)	**$1,825.00 NDT included**
Phase 47	Cockpit & Cabin Halon FE Hydro	Every 12 years	127.40	**$79.00**
Phase 48	Cockpit & Cabin Halon FE Inspection	Every 72 mo.	91.00	**$79.00**
Phase 49	Skin Seam & Windshield / Window Inspection	1200 hrs / 36 mo.	1,547.00 (NDT extra)	**$1,958.00 NDT Included**
Phase 50	Wing Attach Inspection: 10K hr/15yr Spar Carrythru	1200 hrs / 36 mo.	1,430.00 (NDT extra)	**$2,011.00 NDT included**
Phase 51	Foam Voids, SL500-28-10 (Block reinstall extra)	First 10,000 hrs/10 yr, then ea. 5 yr.	15,561.00	**$11,704.00**
Phase 52	Fwd & Aft Pressure Bulkhead	First 5000 hrs, then ea. 2000 hrs.	6,952.40 NDT extra	**$5,355.00 NDT included**
Phase 53	Emer. Locator Transmitter	Every 12 mos.	227.50	**$158.00**
Phase MA	Nose LG Fork -1, -3	12,000 Lndgs, then ea. 1000	145.60	**$131.00 (NDT extra)**
Phase MC	Nose LG Fork -1, -3	12,000 Lndgs, then ea. 1000	145.60	**$131.00 (NDT extra)**
Phase MD	MLG Side Brace	Every 5000 landings	1,565.20	**$1,115.00 NDT Included**
Phase ME	MLG Side Brace – U.K. Reg.	Every 3000 landings	1,565.20	**$315.00 NDT included**
Phase B	General Airframe & Engine	150 hrs.	1,119.00	**$968.00**
Sierra Eagle 2,500 Hour Inspection			n/a	**$3,780.00**
Engine Change			5,986.00	**$5,513.00**
Certificate of Airworthiness			2,301.00	**$2,205.00**
Prepurchase Evaluation			11,577.00	**$4,510.00**
Aircraft Re-weigh			1,074.00	**$1,024.00**

Flat rate prices include inspection labor. State and local taxes, discrepancy labor, parts, materials and freight are billed extra. NDT is not included except where noted. [1]Prices estimated from most recent published information and current CPI adjustment.

SIERRACOM
COMPUTERIZED MAINTENANCE TRACKING
The most user-friendly, cost-effective way to track your Citation maintenance. See pages 156 - 159 for more information.

Prices subject to change without notice. Product application and pricing may vary based on aircraft specifications and configuration.

Super II
N999GR
FJ44-3A Power
• Range – 2,064 Nautical Miles
• Maximum Speed – 416 Knots
• Service Ceiling – 43,000 Feet
• SL to FL430 – Less than 25 Min.
• Williams FJ44-3A Power

Sierra Super II

The ***Sierra Super II*** is a high-performance modification to the Cessna Citation 550/551SP model, featuring new Williams FJ44-3A Wide Sweep 2,820 lb. turbofan engines. This modification includes Digital Channel FADEC for comprehensive power management, with full-time syncing between the two engines.

With superior performance and capability, the ***Super II*** provides the following performance benefits over the original JT15D-4 engine:

- The JT15D-4 powered aircraft can only maintain Vmo to 19,000 feet where the Super II can maintain Vmo all the way to the Mmo limit and then Mmo as high as 41,000 feet.
- Climb direct to 43,000 feet at gross weight in less than 25 minutes.
- Cruise speed as much as 50 knots faster.
- Fly 250 miles farther at maximum cruise power.
- Fly 400 miles farther at economy cruise power.
- Climb 50% better at sea level with both engines and 38% better at sea level with one engine operative.

For Citation owners who desire the enhanced across-the-board performance of Sierra's renowned FJ44 modifications, but require the additional capacity of the Citation 550/551 cabin, there is no better choice than Sierra's ***Super II***.

Sierra Super II and Super II XR

Price	Description
$1,850,000.00	Sierra ***Super II*** - Applicable to Citation 550 and 551SP with Thrust Reversers
$2,050,000.00	Sierra ***Super II XR**** - Applicable to Citation 550 and 551SP with Thrust Reversers

Applicable for Citation 550 and 551 SP models. Final modification price will be adjusted for remaining time credit on original Pratt engines.

**See page 68 for more information about the XR aft fuel cell modification.*

Prices subject to change without notice. Product application and pricing may vary based on aircraft specifications and configuration.

TYPICAL OPERATING COSTS

Citation 550/551SP Super II Modified Aircraft — Williams FJ44-3A Engines

VARIABLE COSTS

Fuel at $4.50 / gallon[1]	$670.50
Fuel Additive - $.02 / gallon	2.98
Maintenance[2]	
Labor at $70.00 / hour	142.50
Parts - airframe, engines, and avionics	68.10
Engine Maintenance Plan[3]	235.90
Miscellaneous Flight Expenses	6.00
TOTAL VARIABLE COSTS PER HOUR	**$1,125.98**
Average Block Speed (mph)[4]	432
COST PER STATUTE MILE	**$2.61**

FIXED COSTS

Crew Salaries[5]	$84,500.00
Captain $65,000	
Benefits $19,500	
Hangar	10,000.00
Insurance	
Hull at .66% of value	23,100.00
Admitted Liability - $250,000 / seat	1,540.00
Legal Liability - $5M	3,200.00
Miscellaneous Overhead	
Recurrent Training	7,500.00
Aircraft Modernization	8,400.00
Navigation Equipment	1,300.00
Depreciation[6]	40,000.00
TOTAL FIXED COSTS	**$179,540.00**

TOTAL ALL COSTS

TOTAL COST (350 hours per year)	**$573,633.00**
Cost per hour	$1,638.95
Cost per statute mile	$3.79
Cost per seat mile	$.38
TOTAL COST LESS DEPRECIATION (350 hours per year)	**$533,633.00**
Cost per hour	$1,524.67
Cost per statute mile	$3.53
Cost per seat mile	$0.35

Notes

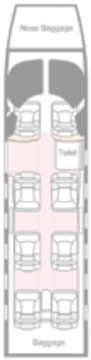
1. *149 gallons per hour. Source: Sierra flight testing & operator experience*
2. *Maintenance costs based on a continous review of data available from operator experience, factory, NBAA and other sources. 1.9 man-hours per flight hour.*
3. *Source: Williams International. TAP Elite Program - Includes Overhaul, Hot Section Inspection, premature removal allowances and loaner engines.*
4. *Maximum Cruise based on customer experience.*
5. *Based on 2007 JetNet salary data, adjusted upwards.*
6. *Based on $3,500,000 acquisition price and $3,300,000 residual price in 5 years*

- *Consult a Certified Public Account for actual tax savings and depreciation calculations.* *(rev. January 2008)*

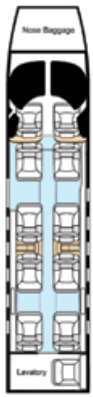
Prices subject to change without notice. Product application and pricing may vary based on aircraft specifications and configuration.

Performance Comparison: Sierra Super II an

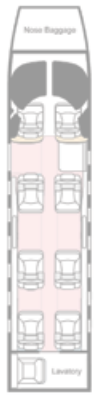
Citation Jet CJ2



Citation II / S-II / Super II / S-II



Citation Jet CJ3



Aircraft model	Hawker 400XP	Cessna CJ2+	Cessna CJ3	Premier 1A
Engines	PW JT15D-5	FJ44-3A-24	FJ44-3A	FJ44-2A
Thrust (ea)	2965 lb.	2490 lb.	2780 lb.	2300 lb.
Maximum Speed	450 ktas	418 ktas	417 ktas	451 ktas
Cruise Speed (normal)	450 ktas	412 ktas	415 ktas	440 ktas
Cruise Speed (LR)	414 ktas	356 ktas	351 ktas	355 ktas
Climb - single engine	714 fpm	1,0160 fpm	1,020 fpm	948 fpm
Climb - two engines	1,947 fpm	3,870 fpm	4,478	3,700 fpm
Service Ceiling	45,000 ft	45,000 ft	45,000 ft	41,000 ft
Climb to altitude	32 min FL430	36 min FL450	35 min FL450	23 min FL410
Maximum Range	1,669 nm	1,613 nm	1,875 nm	1,385 nm
Max Range - IFR, tanks full	1,433 nm	1,613 nm	1,875 nm	1,385 nm
Max Range - IFR, seats full	750 nm	995 nm	1,174 nm	787 nm
Takeoff (SL, ISA)	3,906 ft	3,360 ft	3,180 ft	3,792 ft
Landing (factored: SL, ISA)	3,514 ft	4,550 ft	4,750 ft	4,950 ft
Takeoff (5000 ft, ISA +20 F)	6,311 ft	5,180 ft	4,750 ft	7,875 ft
Weights:				
- Max Ramp Weight	16,500 lb.	12,625 lb.	14,070 lb.	12,590 lb.
- Max Takeoff Weight	16,300 lb.	12,500 lb.	13,870 lb.	12,500 lb.
- Max Landing Weight	15,700 lb.	11,525 lb.	12,750 lb.	11,600 lb.
- Max Zero Fuel Weight	13,000 lb.	9,700 lb.	10,510 lb.	10,000 lb.
- Max Useable Fuel Cap.	4,912 lb.	3,930 lb.	4,710 lb.	3,611 lb.
- Max Fuel Payload	603 lb.	695 lb	460 lb.	524 lb.
- Max Payload	2,015 lb	1,700 lb	1,810 lb	1,635 lb
Cabin Length	15.6 ft.	13.6 ft.	16.1 ft.	13.6 ft.
Baggage - Internal	31 cu. ft.	0 cu. ft.	4 cu. ft.	23 cu. ft.
Baggage - External	25 cu. Ft.	65 cu. Ft.	70 cu. ft.	87 cu. ft.

Prices subject to change without notice. Product application and pricing may vary based on aircraft specifications and configuration.

ıd Super S-II vs. Other Comparable Light Jets

	Citation V	Citation II	Super II	Super II XR	Citation S-II	Super S-II
	PW JT15D-5A	PW JT15D-4	FJ44-3A	FJ44-3A	PW JT15D-4B	FJ44-3A
	2900 lb.	2500 lb.	2820 lb.	2820 lb.	2500 lb.	2820 lb.
	425 ktas	385 ktas	416 ktas	416 ktas	403 ktas	426 ktas
	425 ktas	377 ktas	400 ktas	400 ktas	385 ktas	420 ktas
	350 ktas	321 ktas	365 ktas	365 ktas	329 ktas	380 ktas
	1,332 fpm	1,057 fpm	1,780 fpm	1,780 fpm	860 fpm	1,640 fpm
	3,650 fpm	3,370 fpm	4,500 fpm	4,500 fpm	3,040 fpm	4,300 fpm
	45,000 ft	43,000 ft	43,000 ft	43,000 ft	43,000 ft	43,000 ft
	n/a	>90 min FL430	<25 min FL430	<25 min FL430	107 min FL430	<25 min FL430
	1,960 nm	1,594 nm	2,064 nm	2,470 nm	1,970 nm	2,610 nm
	1,644 nm	1,594 nm	1,890 nm	2,300 nm	1,840 nm	2,340 nm
	1,220 nm	1,220 nm	1,662 nm	2,050 nm	1,430 nm	1,800 nm
	3,160 ft	2,990 ft	2,826 ft	2,826 ft	3,240 ft	3,045 ft
	3,900 ft	2,270 ft	n/a	n/a	4,325 ft	n/a
	4,490 ft	6,870 ft	4,944 ft	4,944 ft	6,490 ft	4,795 ft
	16,100 lb.	13,500 lb.	14,700 lb.	14,700 lb.	15,300 lb.	15,300 lb.
	15,900 lb.	13,300 lb.	14,500 lb.	14,500 lb.	15,100 lb.	15,100 lb.
	15,200 lb.	12,700 lb.	12,700 lb.	12,700 lb.	14,400 lb.	14,400 lb.
	11,950 lb.	11,000 lb.	11,000 lb.	11,000 lb.	11,200 lb.	11,200 lb.
	5,771 lb.	4,972 lb.	4,972 lb.	5,775 lb.	5,603 lb.	5,603 lb.
	994 lb.	527 lb.	1,727 lb.	854 lb.	497 lb.	497 lb.
	2,615 lb	3,199 lb	3,199 lb	3,129 lb	2,200 lb	2,200 lb
	17.3 ft.	16 ft.	16 ft.	14.5 ft.	15.8 ft.	15.8 ft.
	26 cu. ft.	36 cu. ft.	36 cu. ft.	36 cu. ft.	36 cu. ft.	36 cu. ft.
	41 cu. ft.	41 cu. ft.	41 cu. ft.	41 cu. ft.	41 cu. ft.	41 cu. ft.

SN 001 - 626

All data courtesy of manufacturer's product literature & website information, except where noted.

Prices subject to change without notice. Product application and pricing may vary based on aircraft specifications and configuration.

Sierra Glareshield/Annunciator Panel Modification

Get additional utility from your Citation's glareshield and add valuable space for new avionics with this exclusive Sierra modification. This highly functional upgrade puts vital annunciator information right in your line of sight. Sierra uses your existing glareshield, modifying it to free up valuable panel "real estate" for new avionics. Includes black Ultratech covering — ask about other covering options to match your existing interior.

After modification, the glareshield can be returned to you as a kit for field installation or installed by our experienced technicians at our facilities.

Custom Throttle Knobs

These lightweight machined aluminum knobs are a flashy and functional addition to your cockpit. Custom engraved with Sierra's Stallion, Super II or Super S-II logo, they are available in a variety of vivid anodized color finishes. They can also be customized with your aircraft registration number or company logo. Sold as a pair. Please call Sierra today for more details.

SIERRA Glareshield - Annunciator Panel Upgrade	OTC Price*	Installed Price
Citation 500, 501, 550, 551, S550 models - includes black Ultratech covering.	$7,290.00	$8,900.00

*Over-the-counter price is applicable for customer supplied glareshields. Shipping not included. Customer must have signed work agreement before shipping glareshield to Sierra. Please call your Sierra representative for details.

Sierra Custom Throttle Knobs	Sierra's Price
Set of two knobs - please specify color and logo when ordering. **For non-T/R equipped aircraft only.*	$800.00

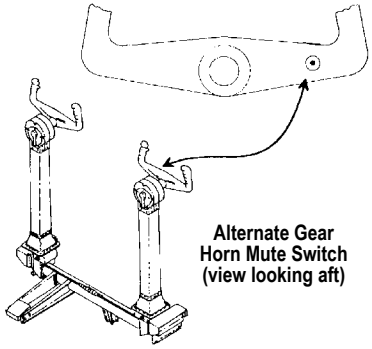
Prices subject to change without notice. Product application and pricing may vary based on aircraft specifications and configuration.

4 Point Crew Restraint System

Tired of your shoulder harness slapping the side windows and causing expensive and unsightly nicks? Sierra's effective pilot restraining system uses state-of-the-art, TSO approved components, enhancing crew convenience and comfort. The rotary buckle and inertia reel are designed for greater convenience and safety. Convenient kits are available in your choice of webbing color for easy field installation.

Alternate Gear Horn Mute Switch

Offering convenient location and operation, this switch supplements the existing gear horn mute system, allowing the pilot's hand to remain on the control wheel during critical flight phases. Retaining the "Fail-Safe" automatic reset features of the factory system, this FAA approved kit allows easy field installation.



CITATION COCKPIT ENHANCEMENTS

Description	Application	Order #	Kit Price	Install Man-Hours	Installed Price
4 POINT CREW RESTRAINT SYSTEM* — Replaces existing crew seat restraint with a double shoulder strap 4-point system with a high quality quick-release rotary buckle. Please inquire about lead time required.	Citation 500/501SP, 550/551SP, S550, 560	SI 220	**$3,790.00 (per pair)**	4 m/h	**$4,750.00 (per pair)**
ALTERNATE GEAR HORN MUTE SWITCH — Pilot's Control Wheel mounted Gear Horn Mute Switch, supplemental to existing switch.	500/501SP, 550, 551SP, S550	SI 260	**$659.00**	4 m/h	**$975.00**
NEW COCKPIT PANEL SEGMENTS — Sierra will CNC mill new customized panel segments to your specifications. Update and clean up your instrument panel to "like new" aircraft condition.	Citation (all)	n/a	**Call for Quote**	n/a	**Call for Quote**
REPLACEMENT SWITCH BOOT COVER KIT — New vinyl Switch Boot Covers in 4 colors replace dirty, torn or missing covers. Contains enough color-coded switch covers to complete one aircraft.	Citation (all)	SI 240	**$95.00**	1 m/h	**$236.00**
TRANSPONDER IDENT SWITCH — Pilot's control wheel-mounted switch allows transponder ident without leaving the control wheel.	Citation (all)	10-82009-5	**$646.00**	6 m/h	**$1,118.00**

** Note: 4-Point Crew Restraint Systems are sold and installed in sets of two only.*

Cabin Entertainment Systems from Flight Display Systems

Enhancing the Flight Experience

Passenger comfort and contentment is as important to us as it is to you. Sierra now offers affordable in-flight entertainment systems to make their flight (and yours) more enjoyable. With 3 different user-selectable wireless audio channels, viewers can enjoy DVD video, real-time moving-map displays and a 'pilot's-eye' view from the glareshield-mounted camera (perfect for passenger entertainment during takeoff and landing). The Platinum system includes 4 individual arm-mounted 7" LCD displays, XM weather and wireless headsets for Citation II & S-II operators.

While the Sierra Platinum package is a complete integrated system as-is, it can be easily customized to fit your individual requirements. Numerous options, such as XM Satellite radio, additional displays and more are available. Please refer to pages 30 and 31 of this catalog or call today for more information.

7" swingarm-mounted LCD display

Prices subject to change without notice. Product application and pricing may vary based on aircraft specifications and configuration.

SIERRA CABIN ENTERTAINMENT PACKAGE SYSTEMS

SIERRA Silver System	Application	Installed Price
Includes Moving-Map display unit, refreshment-center mounted 10.2" LCD display, Combo DVD/CD/MP3 player, Glareshield Camera, wireless headphone amplifier and (2) Sennheiser HDR-140 headsets.	Citation 550 / 551SP	$31,383.00
SIERRA Gold System	**Application**	**Installed Price**
Includes Moving-Map display unit, (2) arm-mounted 7" LCD displays, Combo DVD/CD/MP3 player, Glareshield Camera, wireless headphone amplifier and (2) Sennheiser HDR-140 headsets.	Citation 550 / 551SP	$39,983.00
SIERRA Platinum System	**Application**	**Installed Price**
Includes Moving-Map display unit, XM Weather, (4) arm-mounted 7" LCD displays, Combo DVD/CD/MP3 player, Glareshield Camera, wireless headphone amplifier and (4) Sennheiser HDR-140 headsets.	Citation 550 / 551SP	$65,709.00

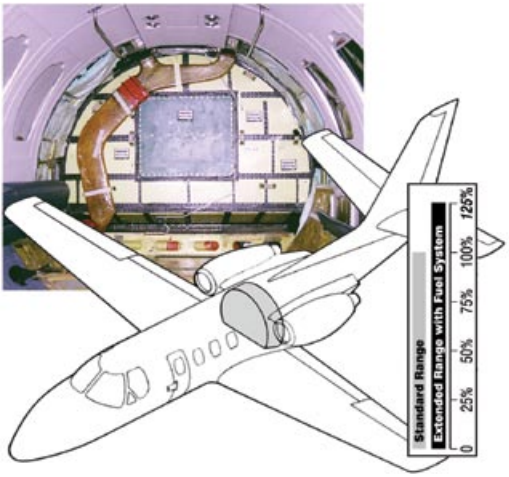
CITATION II CABIN ENHANCEMENTS

Description	Options	Application	Installed Price
FORWARD REFRESHMENT CENTER — Custom made to customer requirements. Design and features coordinated with existing aircraft interior decor.		Citation 500/501SP, 550, 551SP, S550, 560	call for quote and options

** Note: Pricing shown does not include seat belts, upholstery or cabinetry, or any modifications to existing seat rails. (Seat rails are required for installation.)*

Southstar Aircraft Interiors offers complete full-service interior refurbishment, conveniently co-located with Sierra Industries at Uvalde's Garner Field Airport. Please see page 181 for more information.

Prices subject to change without notice. Product application and pricing may vary based on aircraft specifications and configuration.



Sierra's XR Extended Range Fuel Cell Option

This fully integrated fuel system adds 120 gallons of fuel capacity, significantly extending the range of your Citation and providing approximately 1 hour of additional flying time. Featuring a double-walled aluminum fuel cell for safety, the system's location in front of the aft cabin bulkhead minimizes changes to the aircraft's center of gravity. Occupying only 18" of cabin length, this fuel cell allows minimal changes to cabin seating, making it possible to retain an aft toilet if desired. System installation includes adding a new pressure bulkhead and re-upholstering to match the original aircraft interior decor.

SIERRA "XR" EXTENDED RANGE FUEL SYSTEM MODIFICATION

Description	Remarks	Installed Price
"XR" EXTENDED RANGE FUEL SYSTEM adds 120 gallons of extra fuel capacity.	Citation 550 / 551SP	**$208,950.00**

Citation II Gross Weight Increase Modification

This Supplemental Type Certificate (STC) provides an increase of 1200 pounds in the useful load carried by the Citation II, raising takeoff and ramp weight limitations. It offers business jet owners and pilots a cost-effective way to improve the utility of their aircraft.

Until now, the Citation II has had one major drawback - with full fuel you were limited to carrying no more than one passenger. This STC removes this restriction by increasing the useful load of the Citation II by 1200 pounds.

Standard Citation II		New Flight Citation II
8,450 lbs.	Basic Operating Wt. (BCA, 5/89)	8,450 lbs.
4,971	Full Fuel	4,971
13,421	Subtotal	13,421
79	Max Passenger/Baggage Wt.	1,279
13,500	Max. Ramp Wt.	14,700
13,300	Max. Takeoff Wt.	14,500

NewFlight GROSS WEIGHT INCREASE MODIFICATIONS

Description	Application	Installed Price
CITATION II GROSS WEIGHT INCREASE MODIFICATION	Citation 550 with new brakes, wheels and tires	**$26,512.00**
	Citation 550 without brakes and wheels*	**$11,812.00**

Note: Add core deposit of $10,000. Please allow 6 to 8 weeks lead time for modification.
**Usually applies to owners who have installed Cessna SB 550-32-12. Please call for details.*

Prices subject to change without notice. Product application and pricing may vary based on aircraft specifications and configuration.

Citation JetBed

Long flight, or just a long day? When it's time to relax, it's time for JetBed! The JetBed is designed to fit between two facing club seats, so you can stretch out and get some COMFORTABLE, recharging rest.

JetBed is fully adjustable and easy to set up in-flight. After filling the air mattress with the cordless air pump (included), just dial in the air pressure to your perfect comfort level.

- JetBed is made from top-quality materials that will hold up and heavy-duty valves that will last for years.
- Stain resistant, removable mattress cover, for easy cleaning.
- Real Velcro® straps secure the JetBed around the seats.
- Soft foam mattress that lays flat across the seats.
- Light weight, easy to carry. JetBed deflates into its own carrying case. Zip up and go!
- Measures (in bag) 33" x 19" x 5".

Citation Door Canopy

Spend much time at a static display, and sooner or later the weather is sure to be uncooperative. After one too many bad weather airshow days, we decided to create this exclusive door canopy to help keep rain and sunshine out of the expensively appointed interior.

Featuring a precision manufactured aluminum frame and sturdy steel hoops, this lightweight awning snaps securely into the aircraft door frame. When it's time to leave, the canopy collapses into a compact, one-piece unit that easily fits in a baggage compartment or behind an aft divan. Heavy duty water-resistant canvas stands up to sun or rain and can be embroidered with your company logo or aircraft registration number.

SIERRA CABIN ACCESSORIES

Description	Remarks	Sierra's Price
JET-BED - Inflatable bed system with cordless air pump and carrying case.	Citation 500 / 501 / 550 / 551SP / S550, 560	**Call for current price**
CITATION FOLDING DOOR CANOPY — Includes collapsible frame, royal blue canvas and carrying case. Please call for optional canvas colors and/or custom embroidery options.	Citation 500 / 501 / 550 / 551SP / S550, 560	**$795.00**

Prices subject to change without notice. Product application and pricing may vary based on aircraft specifications and configuration.

Sierra's Air Ambulance / Medical Transport Modifications

The versatility of the Cessna Citation doesn't stop with business travel. The Citation's low operating costs, short field capability and proven reliability make it an excellent choice for medical transport usage. Sierra is proud to offer several enhancements to maximize the utility of your Citation aircraft. Cargo door and patient handling modifications are FAA and EASA-approved and are available for all Citation 500/501, 550/551, S550 and 560 models. Our 36-inch extended width door provides ample access for stretchers and other bulky equipment. For additional information about aircraft modifications for specialized applications or aircraft leasing, call your Sierra representative today.

Patient Handling Systems

Sierra is proud to offer the most advanced patient handling equipment available for the Air Medical industry – the AeroSled PLUS system from LifePort.

Incorporating a modular base unit with optional oxygen, compressed air, suction and an on-board electrical inverter, the customized AeroSled system makes patient loading, in-flight care, and unloading quick and easy. Sierra's engineering staff can custom-design a configuration that will meet your requirements for either dedicated or multi-mission applications. Some options include:

- Single or Dual Stretcher Configurations
- Ramp and Pneumatic Lift Devices
- Single or Dual Infant Incubators
- Specialized Medevac Equipment Training
- Numerous Display and Auxiliary Configurations

Call Sierra today for more details!

Prices subject to change without notice. Product application and pricing may vary based on aircraft specifications and configuration.

Sierra Citation Extended-Width Door

This extended-width door modification provides easy cabin access for large, bulky items without compromising the structural integrity of the Citation airframe. In fact, this modification has been tested to the maximum requirements of FAR Part 25 and has been proven through dozens of Citation installations. Since it uses the same reliable mechanical design of the original door, no specialized maintenance or tools are required.

The full 36 inch opening (the original Citation door is only 23") provides extra access capability for medical transport, palletized cargo, large arial cameras, research equipment or other oversized cargo items. Since it has no effect on your existing seating arrangements, it is ideal for multiple-use aircraft — one day, you can host an in-flight business meeting; the next, you can scout locations using oversized camera equipment! This cargo door can be installed on any Citation from the Model 500 to the Model 560.

SIERRA CUSTOM CABIN MODIFICATIONS

Description	Remarks	Installed Price
EXTENDED-WIDTH DOOR MODIFICATION - 36" wide door with additional structural stiffening. Modification includes all necessary changes to interior and door trim	Citation 500 / 501SP	$187,740.00
	Citation 550 / 551SP	$197,120.00
	Citation 560	$219,240.00

Citation Protective Mask Kits

The leading edges of your aircraft are subject to continual erosion while you are in flight. Sand, insects and other particles gradually damage the surface, especially on radar-transparent fiberglass or Kevlar components like those used for the radome. Now, Sierra offers high quality protective masks for your aircraft's radome. These masks have been proven in years of service, and, once applied, are nearly invisible. Extensive testing has shown that they will last for years, never yellow and are easily installed in just minutes.

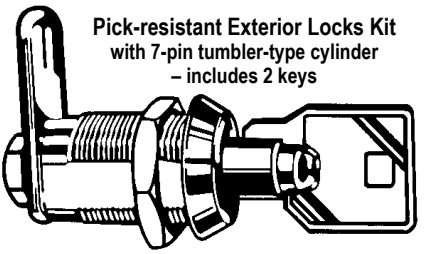
Kits come complete with easy-to-use instruction manual. A comprehensive installation video is also available. Please call your Sierra representative for more details.

Above: Unretouched photo of eroded radome.

Left: Radome mask is virtually invisible

TAT probe cover

Pick-resistant Exterior Locks Kit with 7-pin tumbler-type cylinder – includes 2 keys



Static Wicks

EXTERIOR MODIFICATIONS & ACCESSORIES

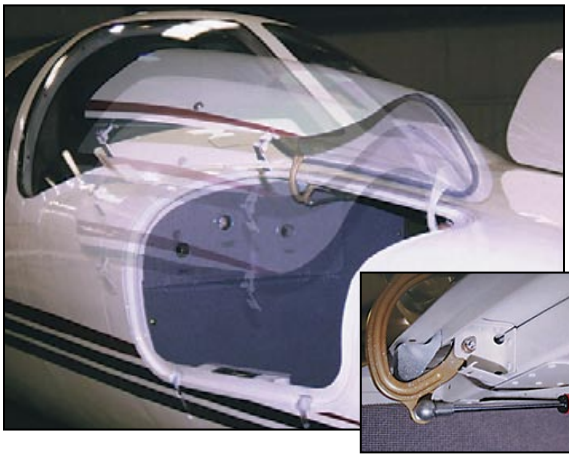
Description	Order Number	Kit Price	Installed Price
RADOME PROTECTIVE MASK – Citation straight wing. Installation requires 1 man-hour.	PM51	**$595.00**	**$674.00**
Comprehensive Installation Video	PM51-V	**Free**	**Free**

Description	Application	Install Man-hrs	Price (kit)
EXTERIOR LOCKS KIT — Featuring Tubular Keys with pick-resistant 7 pin tumbler type cylinder. Restricted individual Key Registration. 6 Lock Kit for all exterior openings — Baggage Compartments, Radome, Cabin Door and Tailcone.	Citation 500/501SP, 550, 551SP, S550 Part No. SI 500-1	4 m/h	**$289.00**
TAT PROBE COVERS — Heavy duty nomex canvas covers protect delicate temperature probes from dust, insects and foreign object damage. Includes easy Velcro closure and bright red "Remove Before Flight" ribbon. Sold as a pair.	All Citations	n/a	**$86.00**

Description	Application	Part No.	Price (ea.)
STATIC WICKS — SIERRA offers high performance static dischargers for the Cessna Citation in either the brown factory original style (P/N 15330 - long & 15340 - short) or a new upgrade version* which is stronger, more streamlined and more efficient (P/N 16920 - long & 16930 - short). The Cessna Citation requires 14 long and 4 short static dischargers.	Citation 500/501SP, 550, 551SP, S550, 560	15330	**$92.00**
		15340	**$82.00**
		16920	**$90.00**
		16930	**$125.00**

** Note: SB23-15 must be completed in order to fit new upgrade static wicks (P/N 16920 & 16930).*

Prices subject to change without notice. Product application and pricing may vary based on aircraft specifications and configuration.



"Pneu-Lift™" Nose Baggage Door Openers

Eliminate bent or broken hardware due to inexperienced personnel — convert your nose baggage doors to Sierra's "Pneu-Lift™" system for faster, easier and hassle-free operation. The "Pneu-Lift™" system uses high-tech gas cylinder lifters to provide easy and safe access to the nose baggage compartment. Choose the complete easy-to-install kit or call us for more information about Sierra's installation service.

Quick Release Radome Modification

No more screwdriver scratches or expensive and easy-to-lose fasteners! Accent your aircraft's appearance and improve maintenance access to the Radar/Avionics bay. Our Quick Release Radome Modification permits rapid 1-minute removal and installation and easy access to radar and avionics equipment, while providing secure, high-tech attachment and a smooth, clean appearance. Call us today for more information.

EXTERIOR MODIFICATIONS

Description	Application	Order No.	Install Man-Hours	Kit Price	Installed Price
"PNEU-LIFT™" NOSE BAGGAGE DOOR OPENERS — Automatic Nose Baggage Door Opening System. Gas cylinder lifters provide easy access to Nose Baggage Compartment.	Citation 500/501SP, 550, 551SP, S550, 560	SI 380-1	12 m/h	**$965.00**	**$1,915.00**
Complete Kit for aircraft with existing lighting.		SI 380-2	24 m/h	**$955.00**	**$2,850.00**
Complete Kit with provisions to add lighting in the Nose Baggage Compartment.		SI 380-3	24 m/h	**$2,336.00**	**$4,232.00**
RADOME MODIFICATION — Screw type Radome fasteners replaced with special bayonet guide and positive locking Quick Release Fasteners. Does not include paint.	Citation 500/501SP, 550, 551SP, S550, 560	SI 160	35 m/h	**$2,678.00**	**$5,565.00**

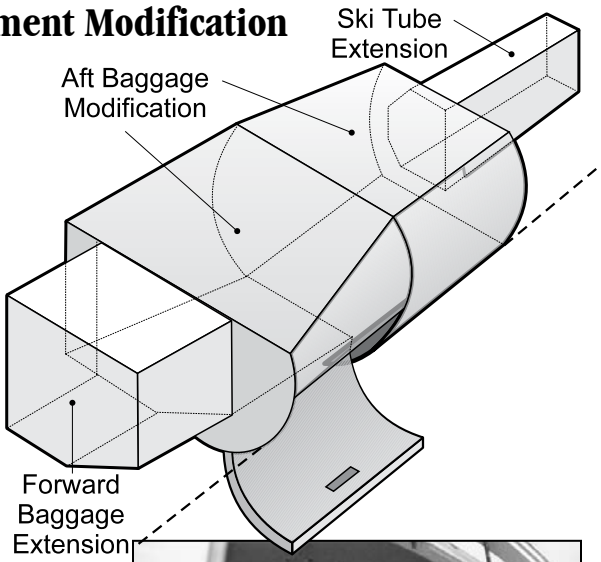
Prices subject to change without notice. Product application and pricing may vary based on aircraft specifications and configuration.

Aft Baggage Compartment Modification

Are you tired of choosing between trying to squeeze your luggage into the minimal space of the forward baggage compartment or finding space for it in the cabin without cramping your passengers?

This Aft Baggage Compartment Modification adds 6 cubic feet of easily accessible baggage capacity to your Citation, utilizing otherwise unused space in the aircraft's fuselage. Its extended length is ideal for bulky items such as golf clubs or skis and it adds only 15 lbs. to the weight of the aircraft. It's also handy for stowing engine or nose covers, wheel chocks, and other items. As a bonus, you'll fly a better balanced and less nose-heavy airplane when carrying luggage in this baggage compartment. This modification is covered by Supplemental Type Certificates SA2692CE and SA2688CE.

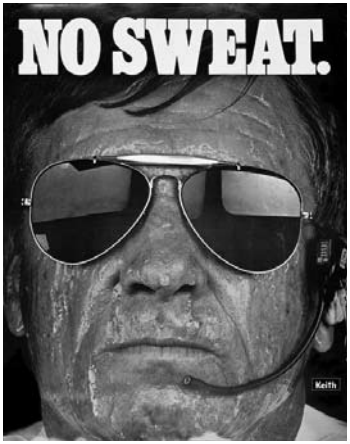
A variety of upholstery options are available for this modification — please call for more information.



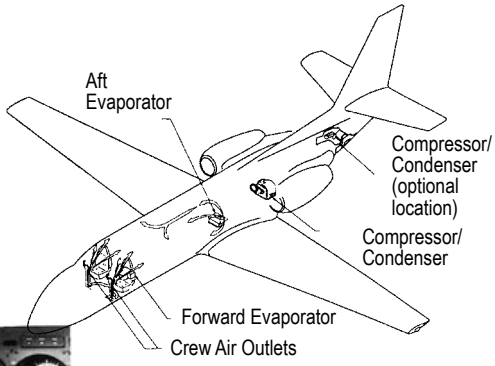
BAGGAGE COMPARTMENT MODIFICATIONS

Description	Application	Installed Price
AFT BAGGAGE MODIFICATION — Supplied without upholstering – call for upholstery options and pricing	Citation 550/551 - no A/C	**$25,300.00**
	Citation 550/551 - w/ A/C	**$27,300.00**
BATTERY RELOCATION KIT — If required to allow space for Aft Baggage Kit installation	Citation 550	**$7,250.00**
FORWARD BAGGAGE EXTENSION — Extends baggage area forward by 6 Cubic Feet	Citation S550 and 560	**$9,550.00**
SKI TUBE EXTENSION KIT — Add-On to Aft Baggage Mod (above) or to existing OEM configuration	Citation 500/501, 550, S550, 560	**$6,000.00**

Prices subject to change without notice. Product application and pricing may vary based on aircraft specifications and configuration.



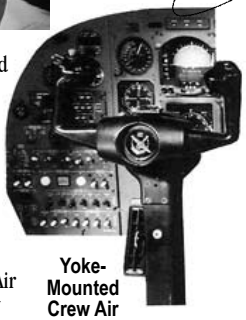
SIERRA'S AIR CONDITIONING SOLUTIONS FOR YOUR CITATION



Citation 550/551SP, S550 & 560

Climatize your Citation now and defeat the heat with a top efficiency air conditioning system custom designed for your Citation. Our systems offer:

- Quality installation by SIERRA's expert technicians for your Citation 500/501SP.
- We install the industry's favorite Air Conditioning systems designed by Keith Products, Inc.



Yoke-Mounted Crew Air Outlet

- Crew air outlets beneath the control yokes available for added comfort and safety.
- Conversion Kits available to upgrade your current Keith system from R-12 to environmentally friendly R-134a refrigerant.
- Rapid turnaround with SIERRA's in-stock supply of kits.

CITATION AIR CONDITIONER SYSTEMS

Description	Part #	Installed Price
Systems for Citation 550 / 551, S550, 560		
R134a A/C SYSTEM — Forward or Aft Mounted Compressor	Fwd: 82-02-101-3	**$43,279.00**
	Aft: 82-02-010-2	**$45,180.00**
R134a A/C SYSTEM — Forward or Aft Mounted Compressor with Control Column Air Delivery	Fwd: 82-02-010-1	**$45,209.00**
	Aft: 82-02-010-4	**$43,279.00**
COOLANT CONVERSION — from R-12 to R134a	SB118-1	**$6,975.00**

Note: Prices above do not include coolant cost.

Do you need to keep flying while you have modifications installed?

Sierra's **"Fly-Thru Maintenance"** program can provide a loaner aircraft to keep you on schedule while we inspect your Citation. We offer a variety of comparable aircraft for your use. Whether you need a Citation or a King Air, be sure to ask us for more information and options.

Prices subject to change without notice. Product application and pricing may vary based on aircraft specifications and configuration.

BoomBeam HID Lighting Systems

Increase your light intensity by 300 to 400%! This new HID (High Intensity Discharge) Mercury-Xenon landing light system is the whitest, brightest idea in aircraft lighting in 25 years. The shock-resistant, filament-free design is brighter and whiter than standard or halogen lighting. Extensively proven in rough environments, the system (including bulbs) is warranteed for 5 years and draws significantly less steady-state power.

Applicable to Citation 500/501SP, 550/551, S550 and 560 and 560XL aircraft. Systems are also available for a wide variety of other aircraft. Applicability may vary, depending on service bulletin status. Please call Sierra for more details.

BOOMBEAM High Intensity Citation Lighting Systems

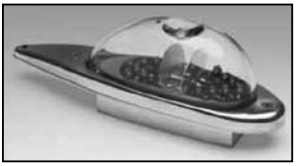
Description	Model No. / Application	Installed Price
HID 2-Lamp Wingtip Light System	LSM-500-076 Citation 550 only	**$8,475.00**
HID Combination Wingtip and Main Gear Landing Light System	LSM-500-076 + LSM-500-066 Citation 550 only	**$12,950.00**
HID Main Gear Landing Light System	LSM-500-066 Citation 551	**$4,475.00**

Please inquire for specific serial number applications and service bulletin requirements.

Whelan LED Replacement Lights

LED lighting technology is a significant upgrade from existing incandescent and halogen lights, providing much longer life (20,000 hours!), reduced power consumption and much greater shock and vibration tolerance. These lights feature tough, hard-coated clear polycarbonate lenses and state-of-the-art surface mount technology. Whelan light replacements are compatible with existing lighting profiles and mounting, and are fully compliant with all FAR color requirements.

Applicable to all Citation 500/501SP, 550/551 and S550 aircraft. Please call for details.



Top:
71011 LED Tail Light

Bottom:
90088 Rudder Mount Light

not pictured:
70975 Wingtip Position Light

CITATION LED Replacement Lights

Description	Model No. / Application	Installed Price
Tail Position Lights	7101102 LED / Tail Light - Vertical Mount	**$921.00 ea.**
	7101103 LED / Tail Light - Horizontal Mount	**$921.00 ea.**
Rudder Anti-Collision Light	9008813 LED / Red anti-Collision Light	**$2,367.00 ea.**
Wingtip Position Lights	7097501 LED / Red Position Light	**$756.00 ea.**
	7097502 LED / Green Position Light	**$756.00 ea.**

Tel-Tail Vertical Tail Floodlights

The Tel-Tail floodlight system can enhance your aircraft's appearance, increasing nighttime safety at the same time. It's an effective way to increase the visibility of your company logo and/or aircraft identification while also making the tower controller's job easier. By providing a visible cue for aircraft size, closure rate and direction of travel, Tel-Tail lights increase safety and enhance collision avoidance for you and other aircraft in the area.

Tel-Tail lights are fully FAA-approved by STC for most aircraft and have been installed on more than 3,000 commercial and business aircraft around the world. Call your Sierra representative today for more information.

CometFlash Strobe Lighting

CometFlash is a unique flash pattern that provides more than 4 times the overall "on-time" of conventional strobes and minimizes the "dark time" for better aircraft tracking. Your Citation in flight appears as an extended streak of light rather than a series of disjointed flashes.

The CometFlash system provides four high-energy light pulses in each burst of light at a rate of 45 light bursts per minute! It is crafted from the finest components and is fully FAA / PMA approved.

If you want higher visibility and more safety, the CometFlash system will deliver almost twice the visible warning protection of any other strobe design available – without increasing power input requirements!

AIRCRAFT LIGHTING SYSTEMS

Description	Application	Installed Price
TEL-TAIL FLOODLIGHT SYSTEM – Complete system (right and left sides), with installation. Please call for more information about scheduling installation.	Citation 500 / 501	**$8,438.00**
	Citation 550 / 551	**$8,438.00**
	Citation 550 Bravo	**$8,438.00**
	Citation 525	**$8,072.00**
	Citation 650	**$11,347.00**

STROBE LIGHTING SYSTEMS

Description	Application	Installed Price
COMETFLASH STROBE LIGHT SYSTEM – Complete system (right and left sides), with power supply. Please call Sierra for more information about scheduling installation.	Citation 550/551	**$4,167.00**
	Citation S550	**$4,167.00**
	Citation 525	**Call for Pricing**
	Citation 560	**$4,167.00**
PULSELITE CONVERSION — Convert your existing landing and recognition lights to alternately flash for enhanced perception by other traffic in high-density or poor visibility conditions. (Part No. 4130)	Citation 500/501, 550, S550, 560	**$7,376.00**

Prices subject to change without notice. Product application and pricing may vary based on aircraft specifications and configuration.

CITATION WHEELS & BRAKES

Keep your Citation's landing gear in tiptop condition with our complete selection of Wheel & Brake upgrades and replacements. Whether you're overhauling your existing setup or upgrading to Cleveland or B. F. Goodrich systems, our experienced, certified technicians will treat your aircraft with the careful attention to detail that you deserve. Call today to schedule an appointment.

CLEVELAND WHEELS & BRAKES

Description	Application	Part #	Installed Price
WHEEL & BRAKE CONVERSION — Main Wheel & Brake.	Citation 500, 550	199-164	**$13,896.00**
WHEEL & BRAKE CONVERSION — Converts unit nos. -0001 to -0114 to Cleveland Wheels & Brakes.	Citation S550	199-177	**$16,259.00**
NOSE WHEEL CONVERSION	Citation 500, 550, S550	199-137	**$2,949.00**

Note: Add core charge of $1500.00 if old wheels & brakes are not turned in. Please allow 6 to 8 weeks lead time for conversions.

GOODYEAR BRAKE REPLACEMENT

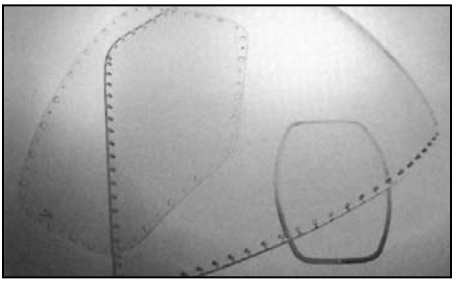
Description	Application	Part #	Installed Price (ea)
Replace existing Goodyear brakes with overhauled units. Please add core charge of $7500.00 per brake if removed brake pacs are not turned in.	LH Brake - Citation 500, 550	5001445-3	**$5,039.00**
	RH Brake - Citation 500, 550	5001446-3	**$5,039.00**

CITATION 500/501— B. F. GOODRICH WHEELS & BRAKES

Description	Part #	Application	Installed Price (ea)
BRAKE REPLACEMENT — Replace existing B. F. Goodrich brakes with overhauled units. Please add core charge of $14,000.00 per brake if removed brake pacs are not turned in. Pricing for either L or R side.	2-1528-6	Citation I & II with hydraulics	**$6,695.00**

Replacement Windows

As your aircraft ages, your windows inevitably fall victim to erosion, scratches and nicks from exposure to the elements and, sometimes, careless passengers.



Choose Sierra's professionals to install your windows, and we'll have you on your way with a minimum of downtime – without costing you an arm and a leg. Call your SIERRA representative today for more information.

CITATION WINDOW REPLACEMENTS

Description	Sierra's Installed Price
Right Side Windshield	$21,905.00
Left Side Windshield	$21,905.00
Right Side Cockpit -Outer	$5,541.00
Right Side Cockpit -Inner	$3,802.00
Left Side Cockpit -Outer	$5,541.00
Left Side Cockpit -Inner	$3,802.00
Cabin Window	$2,158.00

**Note: Prices do not include cabin interior removal.*

GILL LOW-MAINTENANCE BATTERY

- High Rate Discharge (in excess of 1450 AMPS).
- 70 AMP 30 minute emergency capacity.
- Excellent low-temperature performance — 445 CCA @ 0° F (-18° C) for 60 seconds.
- Robust TTP (through the partition) inter-cell connections increase reliability.
- Reinforced cast aluminum lid and heavy-duty integrated internal connector post.

HAWKER 43 AH LEAD-ACID BATTERY

- True no-maintenance battery.
- Hot & cold performance exceeding any other aviation battery: -40°C to +75°C.
- Epoxy-coated steel case with thermal sensor.
- Superb deep-discharge recovery capability.

Call us for technical information and warranty details.

Citation Main Ship Batteries

CITATION BATTERY CONVERSIONS

Description	Application	Order #	Installed Price
GILL G-6381ES SEALED BATTERY — This robust 24 volt, 43 Amp-Hr battery provides significant maintenance-cost savings and higher capacity than standard batteries. 80 lbs. 1-year warranty.	Citation 500 series	G6381ES	**$3,545.00**
HAWKER 43 Ah MAIN SHIP BATTERY — This 24 volt no-maintenance battery is specifically designed for Citation 500-series aircraft. 91 lbs. 24 mo. storage / 30 mo. installed warranty.	Citation 500 series	9750W0370-11	**call for current price**
BATTERY CONVERSION — Converts existing NiCAD battery to Lead-Acid battery for improved performance, utility and cost-effectiveness.	Citation 500/501SP, 550, 551SP, S550, 560	n/a	**call for current price**
CONCORDE RECOMBANT LEAD-ACID BATTERY — Converts existing NiCad battery to low maintenance sealed and STC'd lead-acid battery.	Citation 500 / 501SP	RG-380E/44	**$4,096.00**

DE-ICE BOOTS

Description	Order #	Boots Only (ea)	Installed Price (ea)
LH, Citation 550/551 & Sierra Super II Aircraft	25S7D5059-09	**$5,525.00**	**$8,860.00**
RH, Citation 550/551 & Sierra Super II Aircraft	25S7D5059-10	**$5,525.00**	**$8,860.00**
STALL STRIPS — 2 required	3D2487	**$401.00**	**$480.00**
HORIZ STAB — RH and LH	25S7D5059-13	**$2,750.00**	**$4,804.00**
VERTICAL FIN	25S7D5059-05	**$2,482.00**	**$4,536.00**

GOODYEAR CITATION II REPLACEMENT TIRES

Description	Application	Order Number	Sierra's Price
Citation Replacement Tires.	Citation II Nose Wheel Tire - 210 MPH	184F10-2	**$620.00**
	Citation II Nose Wheel Tire - 190 MPH	184F08-1	**$620.00**
	Citation II Main Gear Tire (SN -2 to -626)	220K08-3	**$742.00**
	Citation II Main Gear Tire (SN -627 up)	220K28-1	**$906.00**

Prices subject to change without notice. Product application and pricing may vary based on aircraft specifications and configuration.

Citation 550/551 Phase Inspection Services

Inspection	Description	Time Interval	Cessna's est. price[1]	Sierra's price
Phase 1	Nose, Cockpit, Fuselage	300 hrs / 24 mo.	2,612.00	**$2,260.00**
Phase 2	Wings, Gear, Empennage	300 hrs / 24 mo.	5,304.00	**$4,590.00**
Phase 3	Tailcone	300 hrs / 24 mo.	1,296.00	**$1,121.00**
Phase 4	Powerplants (both)	300 hrs / 24 mo.	3,370.00	**$2,916.00**
Phase 5	Complete Inspection & 1200 hr.	1200 hrs / 36 mo.	30,493.00	**$21,537.00**
Phase 1 thru 5			41,454.00	**$27,667.00**
Phase 6	Airframe Exterior Check	14 days	910.00	**$709.00**
Phase 7	Drag Chute	90 days	391.30	**$158.00**
Phase 8	Engine Oil Change (per engine)	800 hrs / 12 mo.	254.80	**$257.00**
Phase 10	Battery Deep Cycle	100 hrs	800.80	**$512.00**
Phase 11	Rudder Servo & Cables	200 hrs	800.80	**$512.00**
Phase 12	ACM, Spar & T/R	600 hrs	418.60	**$341.00**
Phase 13	Nicad S/B Gyro Battery	100 hrs / 3 mo.	300.30	**$257.00**
Phase 14	Crack Inspection — Structures	10K hrs, then ea. 3K hrs	21,021.00	**$16,695.00**
Phase 15	Empennage Structure: Crack Inspection — Tail, Horizontal	10K hrs, 15K hrs, then ea 1K	8,321.00	**$7,001.00**
Phase 16	Crack Inspection — Door & Pylon	10K hrs, 15K hrs	1,401.40	**$1,181.00**
Phase 17	Crack Inspection — Cabin Structure	10,000 hrs	4,550.00	**$3,623.00**
Phase 18	Emergency Equipment	Every Year	1,747.20	**$1,418.00**
Phase 19	Vertical inspection	10,000 hrs, then ea. 2500	3,450.00	**$3,000.00**
Phase 20	A/S, Alt, ADC & Static with RVSM	Every 2 years	1,245.00	**$1,103.00**
Phase 20	Phase 20 without RVSM	Every 2 years	1,327.00	**$1,024.00**
RVSM Yearly Inspection		Every year	T + M	**$1,339.00**
Phase 21	Transponder & CVR Beacon	Every 2 years	364.00	**$368.00**
Phase 22	Oxygen Hydro (NDT extra)	Every 3 years	1,456.00	**$788.00**
Phase 23	Emergency Bottles Hydro	Every 5 years	1,456.00	**$788.00**
Phase 25	Hot Section Inspections	per P&W Manual	8,099.00	**$6,615.00**
Phase 34	Portable Fire Extinguishers	every 6 mo.	91.00	**$79.00**
Phase 35	Standby Gyro Battery Pack	3 to 6 mo.	318.50	**$257.00**
Phase 37	Windows, Doors & Stabs (NDT extra)	5000 hrs	7,771.40	**$5,387.00**
Phase 39	Cargo Door & Camera Pod	4500 hrs, then ea. Phase 5	618.80	**$494.00**

Flat rate prices include inspection labor. State and local taxes, discrepancy labor, parts, materials and freight are billed extra. NDT is not included except where noted. [1]Prices estimated from most recent published information and current CPI adjustment.

SIERRACOM
COMPUTERIZED MAINTENANCE TRACKING

The most user-friendly, cost-effective way to track your Citation maintenance. See pages 156-159 for more information.

Prices subject to change without notice. Product application and pricing may vary based on aircraft specifications and configuration.

Citation 550/551 Phase Inspection Services

Inspection	Description	Time Interval	Cessna's est. price[1]	Sierra's price
Phase 40	Cabin Door Frame	10,000 hrs	1,001.00	**$788.000**
Phase 41	Horizontal X-Ray	3,700 hrs, then ea. 1,200 hrs	200.20 (NDT extra)	**$1,916.00 NDT included**
Phase 42	NLG Fork -1 or -3	5000 landings, then ea. 1000	154.70 (NDT extra)	**$142.00 (NDT extra)**
Phase 43	NLG Fork -2	10,000 landings, then ea. 1000	154.70 (NDT extra)	**$142.00 (NDT extra)**
Phase 45	NLG Fork -1 or -3 (UK)	3000 landings, then ea. 1000	154.70 (NDT extra)	**$158.00 (NDT extra)**
Phase 46	NLG Fork - 2	6,000 landings, then ea. 1000	n/a	**Please call**
Phase 47	Cockpit & Cabin Halon FE Hydro	Every 12 years	91.00	**$79.00**
Phase 48	Cockpit & Cabin Halon FE Inspection	Every 6 years	91.00	**$79.00**
Phase 49	Skin Joint & Doubler Inspection	1200 hrs / 36 mo.	1,692.60	**$1,958.00**
Phase 50	10K hr/15yr Spar Carrythru	1200 hrs / 36 mo.	1,430.00 (NDT extra)	**$2,011.00 (NDT Included)**
Phase 53	Copilot's Side Window Insp.	every 50 landings	182.00	**$79.00**
Phase 55	Emer. Locator Transmitter	Every 12 mos.	364.00	**$158.00**
Phase B	General Airframe & Engine	150 hrs	1,119.00	**$968.00**
Engine Change			5,814.00	**$5,355.00**
Certificate of Airworthiness			2,235.00	**$2,205.00**
Prepurchase Evaluation			11,260.00	**$4,489.00**
Aircraft Re-weigh			1,045.00	**$1,024.00**

Flat rate prices include inspection labor. State and local taxes, discrepancy labor, parts, materials and freight are billed extra. NDT is not included except where noted. [1]Prices estimated from most recent published information and current CPI adjustment.

Prices subject to change without notice. Product application and pricing may vary based on aircraft specifications and configuration.

- **Range – 2,610 Nautical Miles**
- **Maximum Speed – 426 Knots**
- **Service Ceiling – 43,000 Feet**
- **SL to FL430 – Less than 25 Min.**
- **Williams FJ44-3A Power**

See pages 70 - 71 for a detailed performance comparison

Sierra Super S-II

Sierra's most recent FJ44 re-engining program adds the 2820 lb. thrust Williams FJ44-3A engines to the Cessna S550 Citation S-II model. With an increase of nearly 1000 lbs. of thrust at sea level and a range of over 2600 NM, the ***Super S-II*** provides a stunning improvement in across-the-board performance.

With its advanced supercritical wing configuration, the Citation S-II is an ideal candidate for the increased power of the Williams FJ44-3A engines. Sierra's ***Super S-II*** is a high-performance modification to the Cessna Citation S550 model, featuring new Williams FJ44-3A Wide Sweep 2,820 lb. turbofan engines. The modification includes Digital Channel FADEC for comprehensive power management, with full-time syncing between the two engines.

With superior performance and capability, the ***Super S-II*** provides the following performance benefits over the original JT15D-4B powered aircraft:

- Climb direct to 43,000 feet at gross weight in less than 25 minutes, from virtually any combination of field altitude and temperature.
- Cruise speed as much as 50 knots faster.
- Fly almost 400 NM farther at max. cruise power.
- Fly over 600 NM farther at economy cruise power.
- Climb over 40% better at sea level with both engines and nearly 100% better with one engine.
- Reduce fuel burn and carbon emissions up to 27%.

For Citation owners who desire the enhanced performance of Sierra's renowned FJ44 modifications, but require additional capability, there is no better choice than Sierra's ***Super S-II***.

Sierra Super S-II

Price	Description
$1,850,000.00	Sierra ***Super S-II*** - Applicable to Citation S550 with Thrust Reversers

Applicable for Citation S550 model. Final modification price will be adjusted for remaining time credit on original Pratt engines.on original Pratt engines.

Prices subject to change without notice. Product application and pricing may vary based on aircraft specifications and configuration.

TYPICAL OPERATING COSTS

Citation S550 Super S-II Modified Aircraft — Williams FJ44-3A Engines

VARIABLE COSTS

Fuel at $4.50 / gallon[1]	$670.50
Fuel Additive - $.02 / gallon	2.98
Maintenance[2]	
Labor at $70.00 / hour	142.50
Parts - airframe, engines, and avionics	68.10
Engine Maintenance Plan[3]	235.90
Miscellaneous Flight Expenses	6.00
TOTAL VARIABLE COSTS PER HOUR	**$1,125.98**
Average Block Speed (mph)[4]	445
COST PER STATUTE MILE	**$2.53**

FIXED COSTS

Crew Salaries[5]	$84,500.00
Captain $65,000	
Benefits $19,500	
Hangar	10,000.00
Insurance	
Hull at .66% of value	26,070.00
Admitted Liability - $250,000 / seat	1,540.00
Legal Liability - $5M	3,200.00
Miscellaneous Overhead	
Recurrent Training	7,500.00
Aircraft Modernization	8,400.00
Navigation Equipment	1,300.00
Depreciation[6]	40,000.00
TOTAL FIXED COSTS	**$182,510.00**

TOTAL ALL COSTS

TOTAL COST (350 hours per year)	**$576,603.00**
Cost per hour	$1,647.44
Cost per statute mile	$3.70
Cost per seat mile	$.37
TOTAL COST LESS DEPRECIATION (350 hours per year)	**$536,603.00**
Cost per hour	$1,533.15
Cost per statute mile	$3.45
Cost per seat mile	$0.34

Notes

1. 149 gallons per hour. Source: Sierra flight testing and operator experience

2. Maintenance costs based on a continous review of data available from operator experience, factory, NBAA and other sources. 1.9 man-hours per flight hour.

3. Source: Williams International. TAP Elite Program - Includes Overhaul, Hot Section Inspection, premature removal allowances and loaner engines.

4. Maximum Cruise based on customer experience.

5. Based on 2007 JetNet salary data, adjusted upwards.

6. Based on $3,950,000 acquisition price and $3,750,000 residual price in 5 years

- Consult a Certified Public Account for actual tax savings and depreciation calculations. *(rev. January 2008)*

Prices subject to change without notice. Product application and pricing may vary based on aircraft specifications and configuration.

Sierra Glareshield/Annunciator Panel Modification

Get additional utility from your Citation's glareshield and add valuable space for new avionics with this exclusive Sierra modification. This highly functional upgrade puts vital annunciator information right in your line of sight. Sierra uses your existing glareshield, modifying it to free up valuable panel "real estate" for new avionics. Includes black Ultratech covering — ask about other covering options to match your existing interior.

After modification, the glareshield can be returned to you as a kit for field installation or installed by our experienced technicians at our facilities.

Custom Throttle Knobs

These lightweight machined aluminum knobs are a flashy and functional addition to your cockpit. Custom engraved with Sierra's Stallion, Super II or Super S-II logo, they are available in a variety of vivid anodized color finishes. They can also be customized with your aircraft registration number or company logo. Sold as a pair. Please call Sierra today for more details.

SIERRA Glareshield - Annunciator Panel Upgrade	OTC Price*	Installed Price
Citation 500, 501, 550, 551, S550 models - includes black Ultratech covering.	$7,290.00	$8,900.00

*Over-the-counter price is applicable for customer supplied glareshields. Shipping not included. Customer must have signed work agreement before shipping glareshield to Sierra. Please call your Sierra representative for details.

Sierra Custom Throttle Knobs	Sierra's Price
Set of two knobs - please specify color and logo when ordering. **For non-T/R equipped aircraft only.*	$800.00

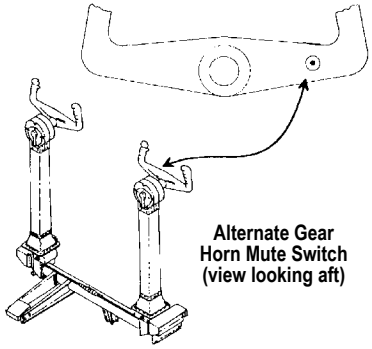
Prices subject to change without notice. Product application and pricing may vary based on aircraft specifications and configuration.

4 Point Crew Restraint System

Tired of your shoulder harness slapping the side windows and causing expensive and unsightly nicks? Sierra's effective pilot restraining system uses state-of-the-art, TSO approved components, enhancing crew convenience and comfort. The rotary buckle and inertia reel are designed for greater convenience and safety. Convenient kits are available in your choice of webbing color for easy field installation.

Alternate Gear Horn Mute Switch

Offering convenient location and operation, this switch supplements the existing gear horn mute system, allowing the pilot's hand to remain on the control wheel during critical flight phases. Retaining the "Fail-Safe" automatic reset features of the factory system, this FAA approved kit allows easy field installation.



CITATION COCKPIT ENHANCEMENTS

Description	Application	Order #	Kit Price	Install Man-Hours	Installed Price
4 POINT CREW RESTRAINT SYSTEM* — Replaces existing crew seat restraint with a double shoulder strap 4-point system with a high quality quick-release rotary buckle. Please inquire about lead time required.	Citation 500/501SP, 550/551SP, S550, 560	SI 220	**$3,790.00 (per pair)**	4 m/h	**$4,750.00 (per pair)**
ALTERNATE GEAR HORN MUTE SWITCH — Pilot's Control Wheel mounted Gear Horn Mute Switch, supplemental to existing switch.	500/501SP, 550, 551SP, S550	SI 260	**$659.00**	4 m/h	**$975.00**
NEW COCKPIT PANEL SEGMENTS — Sierra will CNC mill new customized panel segments to your specifications. Update and clean up your instrument panel to "like new" aircraft condition.	Citation (all)	n/a	**Call for Quote**	n/a	**Call for Quote**
REPLACEMENT SWITCH BOOT COVER KIT — New vinyl Switch Boot Covers in 4 colors replace dirty, torn or missing covers. Contains enough color-coded switch covers to complete one aircraft.	Citation (all)	SI 240	**$95.00**	1 m/h	**$236.00**
TRANSPONDER IDENT SWITCH — Pilot's control wheel-mounted switch allows transponder ident without leaving the control wheel.	Citation (all)	10-82009-5	**$646.00**	6 m/h	**$1,118.00**

** Note: 4-Point Crew Restraint Systems are sold and installed in sets of two only.*

Cabin Entertainment Systems from Flight Display Systems

Enhancing the Flight Experience

Passenger comfort and contentment is as important to us as it is to you. Sierra now offers affordable in-flight entertainment systems to make their flight (and yours) more enjoyable. With 3 different user-selectable wireless audio channels, viewers can enjoy DVD video, real-time moving-map displays and a 'pilot's-eye' view from the glareshield-mounted camera (perfect for passenger entertainment during takeoff and landing). The Platinum system includes 4 individual arm-mounted 7" LCD displays, XM weather and wireless headsets for Citation II & S-II operators.

While the Sierra Platinum package is a complete integrated system as-is, it can be easily customized to fit your individual requirements. Numerous options, such as XM Satellite radio, additional displays and more are available. Please refer to pages 30 and 31 of this catalog or call today for more information.

7" swingarm-mounted LCD display

Prices subject to change without notice. Product application and pricing may vary based on aircraft specifications and configuration.

SIERRA CABIN ENTERTAINMENT PACKAGE SYSTEMS

SIERRA Silver System	Application	Installed Price
Includes Moving-Map display unit, refreshment-center mounted 10.2" LCD display, Combo DVD/CD/MP3 player, Glareshield Camera, wireless headphone amplifier and (2) Sennheiser HDR-140 headsets.	**Citation S550**	**$31,383.00**
SIERRA Gold System	**Application**	**Installed Price**
Includes Moving-Map display unit, (2) arm-mounted 7" LCD displays, Combo DVD/CD/MP3 player, Glareshield Camera, wireless headphone amplifier and (2) Sennheiser HDR-140 headsets.	**Citation S550**	**$39,983.00**
SIERRA Platinum System	**Application**	**Installed Price**
Includes Moving-Map display unit, XM Weather, (4) arm-mounted 7" LCD displays, Combo DVD/CD/MP3 player, Glareshield Camera, wireless headphone amplifier and (4) Sennheiser HDR-140 headsets.	**Citation S550**	**$65,709.00**

CITATION II CABIN ENHANCEMENTS

Description	Options	Application	Installed Price
FORWARD REFRESHMENT CENTER — Custom made to customer requirements. Design and features coordinated with existing aircraft interior decor.		Citation 500/501SP, 550, 551SP, S550, 560	**call for quote and options**

** Note: Pricing shown does not include seat belts, upholstery or cabinetry, or any modifications to existing seat rails. (Seat rails are required for installation.)*

Southstar Aircraft Interiors offers complete full-service interior refurbishment, conveniently co-located with Sierra Industries at Uvalde's Garner Field Airport. Please see page 181 for more information.

Prices subject to change without notice. Product application and pricing may vary based on aircraft specifications and configuration.

Citation JetBed

Long flight, or just a long day? When it's time to relax, it's time for JetBed! The JetBed is designed to fit between two facing club seats, so you can stretch out and get some COMFORTABLE, recharging rest.

JetBed is fully adjustable and easy to set up in-flight. After filling the air mattress with the cordless air pump (included), just dial in the air pressure to your perfect comfort level.

- JetBed is made from top-quality materials that will hold up and heavy-duty valves that will last for years.
- Stain resistant, removable mattress cover, for easy cleaning.
- Real Velcro® straps secure the JetBed around the seats.
- Soft foam mattress that lays flat across the seats.
- Light weight, easy to carry. JetBed deflates into its own carrying case. Zip up and go!
- Measures (in bag) 33" x 19" x 5".

Citation Door Canopy

Spend much time at a static display, and sooner or later the weather is sure to be uncooperative. After one too many bad weather airshow days, we decided to create this exclusive door canopy to help keep rain and sunshine out of the expensively appointed interior.

Featuring a precision manufactured aluminum frame and sturdy steel hoops, this lightweight awning snaps securely into the aircraft door frame. When it's time to leave, the canopy collapses into a compact, one-piece unit that easily fits in a baggage compartment or behind an aft divan. Heavy duty water-resistant canvas stands up to sun or rain and can be embroidered with your company logo or aircraft registration number.

SIERRA CABIN ACCESSORIES

Description	Remarks	Sierra's Price
JET-BED - Inflatable bed system with cordless air pump and carrying case.	Citation 500 / 501 / 550 / 551SP / S550, 560	**Call for current price**
CITATION FOLDING DOOR CANOPY — Includes collapsible frame, royal blue canvas and carrying case. Please call for optional canvas colors and/or custom embroidery options.	Citation 500 / 501 / 550 / 551SP / S550, 560	**$795.00**

Prices subject to change without notice. Product application and pricing may vary based on aircraft specifications and configuration.

Citation Protective Mask Kits

The leading edges of your aircraft are subject to continual erosion while you are in flight. Sand, insects and other particles gradually damage the surface, especially on radar-transparent fiberglass or Kevlar components like those used for the radome. Now, Sierra offers high quality protective masks for your aircraft's radome. These masks have been proven in years of service, and, once applied, are nearly invisible. Extensive testing has shown that they will last for years, never yellow and are easily installed in just minutes.

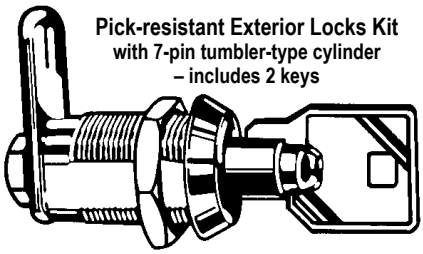
Kits come complete with easy-to-use instruction manual. A comprehensive installation video is also available. Please call your Sierra representative for more details.

Above: Unretouched photo of eroded radome.

Left: Radome mask is virtually invisible

TAT probe cover

Pick-resistant Exterior Locks Kit with 7-pin tumbler-type cylinder – includes 2 keys



Static Wicks

EXTERIOR MODIFICATIONS & ACCESSORIES

Description	Order Number	Kit Price	Installed Price
RADOME PROTECTIVE MASK – Citation straight wing. Installation requires 1 man-hour.	PM51	**$595.00**	**$674.00**
Comprehensive Installation Video	PM51-V	**Free**	**Free**
Description	**Application**	**Install Man-hrs**	**Price (kit)**
EXTERIOR LOCKS KIT — Featuring Tubular Keys with pick-resistant 7 pin tumbler type cylinder. Restricted individual Key Registration. 6 Lock Kit for all exterior openings — Baggage Compartments, Radome, Cabin Door and Tailcone.	Citation 500/501SP, 550, 551SP, S550 Part No. SI 500-1	4 m/h	**$289.00**
TAT PROBE COVERS — Heavy duty nomex canvas covers protect delicate temperature probes from dust, insects and foreign object damage. Includes easy Velcro closure and bright red "Remove Before Flight" ribbon. Sold as a pair.	All Citations	n/a	**$86.00**
Description	**Application**	**Part No.**	**Price (ea.)**
STATIC WICKS — SIERRA offers high performance static dischargers for the Cessna Citation in either the brown factory original style (P/N 15330 - long & 15340 - short) or a new upgrade version* which is stronger, more streamlined and more efficient (P/N 16920 - long & 16930 - short). The Cessna Citation requires 14 long and 4 short static dischargers.	Citation 500/501SP, 550, 551SP, S550, 560	15330	**$92.00**
		15340	**$82.00**
		16920	**$90.00**
		16930	**$125.00**

** Note: SB23-15 must be completed in order to fit new upgrade static wicks (P/N 16920 & 16930).*

Prices subject to change without notice. Product application and pricing may vary based on aircraft specifications and configuration.

"Pneu-Lift™" Nose Baggage Door Openers

Eliminate bent or broken hardware due to inexperienced personnel — convert your nose baggage doors to Sierra's "Pneu-Lift™" system for faster, easier and hassle-free operation. The "Pneu-Lift™" system uses high-tech gas cylinder lifters to provide easy and safe access to the nose baggage compartment. Choose the complete easy-to-install kit or call us for more information about Sierra's installation service.

Quick Release Radome Modification

No more screwdriver scratches or expensive and easy-to-lose fasteners! Accent your aircraft's appearance and improve maintenance access to the Radar/Avionics bay. Our Quick Release Radome Modification permits rapid 1-minute removal and installation and easy access to radar and avionics equipment, while providing secure, high-tech attachment and a smooth, clean appearance. Call us today for more information.

EXTERIOR MODIFICATIONS

Description	Application	Order No.	Install Man-Hours	Kit Price	Installed Price
"PNEU-LIFT™" NOSE BAGGAGE DOOR OPENERS — Automatic Nose Baggage Door Opening System. Gas cylinder lifters provide easy access to Nose Baggage Compartment.	Citation 500/501SP, 550, 551SP, S550, 560	SI 380-1	12 m/h	**$965.00**	**$1,915.00**
Complete Kit for aircraft with existing lighting.		SI 380-2	24 m/h	**$955.00**	**$2,850.00**
Complete Kit with provisions to add lighting in the Nose Baggage Compartment.		SI 380-3	24 m/h	**$2,336.00**	**$4,232.00**
RADOME MODIFICATION — Screw type Radome fasteners replaced with special bayonet guide and positive locking Quick Release Fasteners. Does not include paint.	Citation 500/501SP, 550, 551SP, S550, 560	SI 160	35 m/h	**$2,678.00**	**$5,565.00**

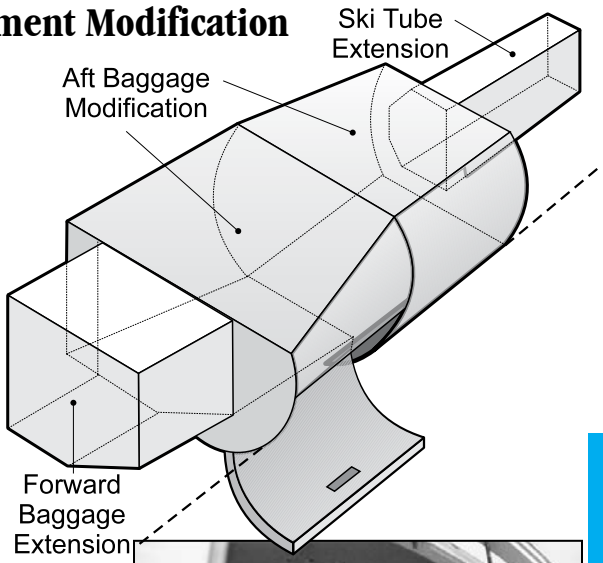
Prices subject to change without notice. Product application and pricing may vary based on aircraft specifications and configuration.

Aft Baggage Compartment Modification

Are you tired of choosing between trying to squeeze your luggage into the minimal space of the forward baggage compartment or finding space for it in the cabin without cramping your passengers?

This Aft Baggage Compartment Modification adds 6 cubic feet of easily accessible baggage capacity to your Citation, utilizing otherwise unused space in the aircraft's fuselage. Its extended length is ideal for bulky items such as golf clubs or skis and it adds only 15 lbs. to the weight of the aircraft. It's also handy for stowing engine or nose covers, wheel chocks, and other items. As a bonus, you'll fly a better balanced and less nose-heavy airplane when carrying luggage in this baggage compartment. This modification is covered by Supplemental Type Certificates SA2692CE and SA2688CE.

A variety of upholstery options are available for this modification — please call for more information.



BAGGAGE COMPARTMENT MODIFICATIONS

Description	Application	Installed Price
FORWARD BAGGAGE EXTENSION — Extends baggage area forward by 6 Cubic Feet	Citation S550 and 560	**$9,550.00**
SKI TUBE EXTENSION KIT — Add-On to Aft Baggage Mod (above) or to existing OEM configuration	Citation 500/501, 550, S550, 560	**$6,000.00**

Do you need to keep flying while you have modifications installed?

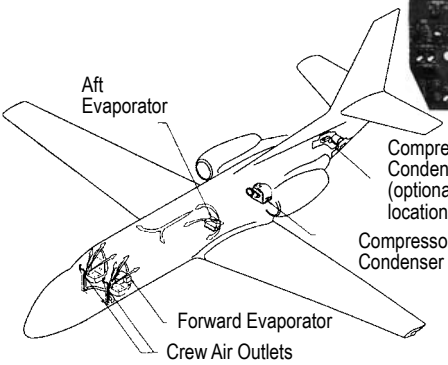
Sierra's **"Fly-Thru Maintenance"** program can provide a loaner aircraft to keep you on schedule while we inspect your Citation. We offer a variety of comparable aircraft for your use. Whether you need a Citation or a King Air, be sure to ask us for more information and options.

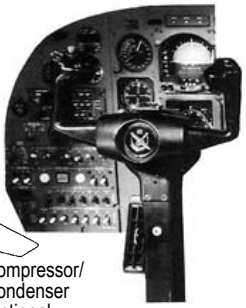
Prices subject to change without notice. Product application and pricing may vary based on aircraft specifications and configuration.

Citation Air Conditioning Solutions

Climatize your Citation now and defeat the heat with a top efficiency air conditioning system custom designed for your Citation. Our systems offer:

- Quality installation by SIERRA's expert technicians for your Citation 500/501SP, 550/551SP, S550 and 560.
- We install the industry's favorite A/C systems designed by Keith Products, Inc.
- Crew air outlets beneath the control yokes available for added comfort and safety.
- Conversion Kits available to upgrade your current Keith system from R-12 to environmentally friendly R-134a refrigerant.
- Rapid turnaround with SIERRA's in-stock supply of kits.





Yoke-Mounted Crew Air Outlet

Take advantage of SIERRA's FAA-approved Repair Station capabilities and schedule needed maintenance while your aircraft is being transformed into an "oasis" of cool comfort.

Citation 550/551SP, S550 & 560

CITATION AIR CONDITIONER SYSTEMS

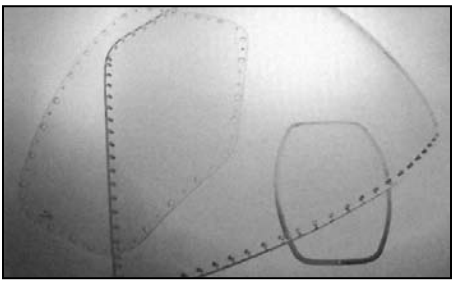
Description	Part #	Installed Price
Systems for Citation 550 / 551, S550, 560		
R134a A/C SYSTEM — Forward or Aft Mounted Compressor	Fwd: 82-02-101-3	**$43,279.00**
	Aft: 82-02-010-2	**$45,180.00**
R134a A/C SYSTEM — Forward or Aft Mounted Compressor with Control Column Air Delivery	Fwd: 82-02-010-1	**$45,209.00**
	Aft: 82-02-010-4	**$43,279.00**
COOLANT CONVERSION — from R-12 to R134a	SB118-1	**$6,975.00**

Note: Prices above do not include coolant cost.

Replacement Windows

As your aircraft ages, your windows inevitably fall victim to erosion, scratches and nicks from exposure to the elements and, sometimes, careless passengers.

Choose Sierra's professionals to install your windows, and we'll have you on your way with a minimum of downtime – without costing you an arm and a leg. Call your SIERRA representative today for more information.



CITATION WINDOW REPLACEMENTS

Description	Sierra's Installed Price
Right Side Windshield	$21,905.00
Left Side Windshield	$21,905.00
Right Side Cockpit -Outer	$5,541.00
Right Side Cockpit -Inner	$3,802.00
Left Side Cockpit -Outer	$5,541.00
Left Side Cockpit -Inner	$3,802.00
Cabin Window	$2,158.00

**Note: Prices do not include cabin interior removal.*

Prices subject to change without notice. Product application and pricing may vary based on aircraft specifications and configuration.

Citation Wheels & Brakes

Keep your Citation's landing gear in tiptop condition with our complete selection of Wheel & Brake upgrades and replacements. Whether you're overhauling your existing setup or upgrading to Cleveland or B. F. Goodrich systems, our experienced, certified technicians will treat your aircraft with the careful attention to detail that you deserve. Call today to schedule an appointment.

CLEVELAND WHEELS & BRAKES

Description	Application	Part #	Installed Price
WHEEL & BRAKE CONVERSION — Converts unit nos. -0001 to -0114 to Cleveland Wheels & Brakes.	Citation S550	199-177	**$16,259.00**
NOSE WHEEL CONVERSION	Citation 500, 550, S550	199-137	**$3,045.00**

Note: Add core charge of $5000.00 if old wheels & brakes are not turned in. Please allow 6 to 8 weeks lead time for conversions.

GOODYEAR CITATION S-II REPLACEMENT TIRES

Description	Application	Order Number	Sierra's Price
Citation Replacement Tires.	Citation S-II Nose Wheel Tire - 210 MPH	184F10-2	**$620.00**
	Citation S-II Nose Wheel Tire - 190 MPH	184F08-1	**$620.00**
	Citation S-II Main Gear Tire	220K28-1	**$906.00**

Citation Main Ship Batteries

Gill Low-Maintenance Battery

- High Rate Discharge (in excess of 1450 AMPS).
- 70 AMP 30 minute emergency capacity.
- Excellent low-temperature performance — 445 CCA @ 0° F (-18° C) for 60 seconds.
- Robust TTP (through the partition) inter-cell connections increase reliability.
- Reinforced cast aluminum lid and heavy-duty integrated internal connector post.
- One year free replacement warranty.

Hawker 43 aH Lead-Acid Battery

- True no-maintenance battery.
- Hot & cold performance exceeds any other aviation battery: -40°C to +75°C.
- Epoxy-coated steel case with thermal sensor.
- Superb deep-discharge recovery capability.
- 24-month storage / 30-month installed warranty.

Please call Sierra for more technical information and warranty details.

CITATION BATTERY CONVERSIONS

Description	Application	Order #	Installed Price
GILL G-6381ES SEALED BATTERY — This robust 24 volt, 43 Amp-Hr battery provides significant maintenance-cost savings and higher capacity than standard batteries. 80 lbs. 1-year warranty.	Citation 500 series	G6381ES	**$3,545.00**
HAWKER 43 Ah MAIN SHIP BATTERY — This 24 volt no-maintenance battery is specifically designed for Citation 500-series aircraft. 91 lbs. 24 mo. storage / 30 mo. installed warranty.	Citation 500 series	9750W0370-11	**call for current price**
BATTERY CONVERSION — Converts existing NiCAD battery to Lead-Acid battery for improved performance, utility and cost-effectiveness.	Citation 500/501SP, 550, 551SP, S550, 560	n/a	**call for current price**

Prices subject to change without notice. Product application and pricing may vary based on aircraft specifications and configuration.

BoomBeam HID Lighting Systems

Increase your light intensity by 300 to 400%! This new HID (High Intensity Discharge) Mercury-Xenon landing light system is the whitest, brightest idea in aircraft lighting in 25 years. The shock-resistant, filament-free design is brighter and whiter than standard or halogen lighting. Extensively proven in rough environments, the system (including bulbs) is warranteed for 5 years and draws significantly less steady-state power.

Applicable to Citation 500/501SP, 550/551, S550 and 560 and 560XL aircraft. Systems are also available for a wide variety of other aircraft. Applicability may vary, depending on service bulletin status. Please call Sierra for more details.

BOOMBEAM High Intensity Citation Lighting Systems

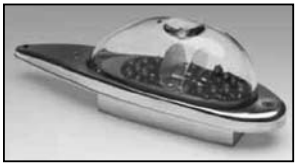
Description	Model No. / Application	Installed Price
HID 2-Lamp Wingtip Light System	LSM-500-076 Citation S550	$8,495.00
HID Main Gear Landing Light System	LSM-500-066 Citation S550	$4,475.00
HID Combination Wingtip and Main Gear Landing Light System	LSM-500-076 + LSM-500-066 Citation S550	$12,950.00

Please inquire for specific serial number applications and service bulletin requirements.

Whelan LED Replacement Lights

LED lighting technology is a significant upgrade from existing incandescent and halogen lights, providing much longer life (20,000 hours!), reduced power consumption and much greater shock and vibration tolerance. These lights feature tough, hard-coated clear polycarbonate lenses and state-of-the-art surface mount technology. Whelan light replacements are compatible with existing lighting profiles and mounting, and are fully compliant with all FAR color requirements.

Applicable to all Citation 500/501SP, 550/551 and S550 aircraft. Please call for details.



Top:
71011 LED Tail Light

Bottom:
90088 Rudder Mount Light

not pictured:
70975 Wingtip Position Light

CITATION LED Replacement Lights

Description	Model No. / Application	MSRP Kit Price	Installed Price
Tail Position Lights	7101102 LED / Tail Light - Vertical Mount	$606.00 ea.	$921.00 ea.
	7101103 LED / Tail Light - Horizontal Mount	$606.00 ea.	$921.00 ea.
Rudder Anti-Collision Light	9008813 LED / Red anti-Collision Light	$2,052.00 ea	$2,367.00 ea.
Wingtip Position Lights	7097501 LED / Red Position Light	$441.00 ea.	$756.00 ea.
	7097502 LED / Green Position Light	$441.00 ea.	$756.00 ea.

Prices subject to change without notice. Product application and pricing may vary based on aircraft specifications and configuration.

CometFlash Strobe Lighting

CometFlash is a unique flash pattern that provides more than 4 times the overall "on-time" of conventional strobes and minimizes the "dark time" for better aircraft tracking. Your Citation in flight appears as an extended streak of light rather than a series of disjointed flashes.

The CometFlash system provides four high-energy light pulses in each burst of light at a rate of 45 light bursts per minute! It is crafted from the finest components and is fully FAA / PMA approved.

If you want higher visibility and more safety, the CometFlash system will deliver almost twice the visible warning protection of any other strobe design available – without increasing power input requirements!

AIRCRAFT STROBE LIGHTING SYSTEMS

Description	Application	Installed Price
COMETFLASH STROBE LIGHT SYSTEM – Complete system (right and left sides), with power supply. Please call Sierra for more information about scheduling installation.	Citation 550/551	**$4,167.00**
	Citation S550	**$4,167.00**
	Citation 525	**Call for Pricing**
	Citation 560	**$4,167.00**
PULSELITE CONVERSION — Convert your existing landing and recognition lights to alternately flash for enhanced perception by other traffic in high-density or poor visibility conditions. (Part No. 4130)	Citation 500/501, 550, S550, 560	**$7,376.00**

Fly Before You Buy.

Try the Re-engined FJ44 Citation.

Sierra's remarkable Williams FJ44 engine upgrades for Citation I, II and S-II aircraft aren't easy to put into words. So we'd like to invite you to experience it for yourself. Our "Fly before you Buy" program gives you the opportunity to see this aircraft up close and spend the time you need to make a well-informed decision.

Take advantage of a golden opportunity to pick your own destinations, companions and schedule and put an FJ44-powered Citation thru its paces to see if it really fits your needs. There'll be no salesman sitting next to you — just you and the airplane getting to know each other (though we'll happily arrange for flight crew if you wish). Given a chance, we're convinced our aircraft modifications will sell themselves.

Whether you already own a Citation or are in the market for a fresh aircraft, don't miss this opportunity to see what Sierra re-engining can do for you. Call us today to find out more.

Prices subject to change without notice. Product application and pricing may vary based on aircraft specifications and configuration.

Citation S550 Phase Inspection Services

Inspection	Description	Time Interval	Cessna's est. price[1]	Sierra's price
Phase 1	Nose, Cockpit, Fuselage	300 hrs / 24 mo.	2,612.00	**$2,260.00**
Phase 2	Wings, Gear, Empennage	300 hrs / 24 mo.	5,304.00	**$4,590.00**
Phase 3	Tailcone	300 hrs / 24 mo.	1,296.00	**$1,121.00**
Phase 4	Powerplants	300 hrs / 24 mo.	3,370.00	**$2,916.00**
Phase 5	Complete Inspection	1200 hrs / 36 mo.	33,482.00	**$23,180.00**
Phase 1 thru 5 — w/o Phase 49			44,443.00	**$28,109.00**
Phase 6	Corrosion	14 days	910.00	**$788.00**
Phase 8	Portable Fire Extinguisher	6 mo.	91.00	**$79.00**
Phase 9	Engine Oil & Filter	800 hrs / 12 mo.	254.80	**$236.00**
Phase 11	Standby Gyro Battery Pack	3 to 6 mo.	327.60	**$260.00**
Phase 13	Window Structure/Horiz Stab.	5000 hrs	8,008.00	**$6,379.00**
Phase 14	Fuselage/Wing Structure	10K, then 3000 hrs thereafter	21,021.00	**$16,695.00**
Phase 15	Crack Inspection — Empennage/Tail	10K hrs, 15K hrs, then ea 1K	Time + Materials	**$10,001.00**
Phase 16	Crack Inspection — Door & Pylon	10K hrs, 15K hrs	1,240.00	**$1,181.00**
Phase 17	Crack Inspection — Cabin Structure	10,000 hrs	5,475.00	**$3,623.00**
Phase 18	Emergency Equipment	Every Year	4,550.00	**$1,575.00**
Phase 20	A/S, Alt, ADC & Static with RVSM	Every 2 years	1,274.00	**$1,103.00**
Phase 20	Phase 20 w/o RVSM	Every 2 years	1,274.00	**$1,024.00**
RVSM Annual Inspection		Every year	T + M	**$1,260.00**
Phase 21	Transponder & CVR Beacon	Every 2 years	1,547.00	**$431.00**
Phase 22	Oxygen & Nitrogen Hydro	Every 3 years	1,456.00	**$866.00**
Phase 23	Emergency Bottles Hydro	Every 5 years	546.00	**$336.00**
Hot Section Inspections		per P&W Manual	8,099.00	**$6,773.00**
Phase 26	TKS Strainers	3000 hrs / 24 mo.	518.70	**$420.00**
Phase 27	Battery Recondition - NiCad	100 hrs	n/a	**$494.00**
Phase 30	Hamilton Standard ACM Oil Change	600 hrs	91.00	**$79.00**
Phase 31	Flap Bell Crank Mounts	4000 landings	200.20	**$158.00**
Phase 32	Aileron Drive Bracket	15,000 landings / 7500 landings thereafter	1,456.00	**$1,181.00**
Phase 33	Aileron Yokes Inspection	15,000 landings / 7500 landings thereafter	1,456.00	**$1,181.00**

Flat rate prices include inspection labor. State and local taxes, discrepancy labor, parts, materials and freight are billed extra. NDT is not included except where noted. [1]Prices estimated from most recent published information and current CPI adjustment.

SIERRACOM
COMPUTERIZED MAINTENANCE TRACKING

The most user-friendly, cost-effective way to track your Citation maintenance. See pages 156 - 159 for more information.

Prices subject to change without notice. Product application and pricing may vary based on aircraft specifications and configuration.

Citation S550 Phase Inspection Services

Inspection	Description	Time Interval	Cessna's est. price[1]	Sierra's price
Phase 39	Cargo Door & Nav. Sight Structure	4500 hrs, then ea. Phase 5	n/a	**$497.00**
Phase 40	Cabin Door Frame	10,000 hrs	1,092.00	**$866.00**
Phase 43	Nose Gear Fork	10,000 landings / 1000 landings therafter	191.10	**$158.00**
Phase 46	Nose Gear Fork	6000 landings / 1000 landings thereafter	n/a	**$158.00**
Phase 47	Cockpit & Cabin Halon FE Hydro	Every 12 years	91.00	**$79.00**
Phase 48	Cockpit & Cabin Halon FE Inspection	Every 72 mo.	91.00	**$79.00**
Phase 49	Skin Joint & Doubler Inspection	1200 hrs / 36 mo.	1,628.90 (NDT extra)	**$2,126.00 NDT Incl.**
Phase 50	10K hr/15yr Spar Carrythru (NDT extra)	1200 hrs / 36 mo.	546.00 (NDT extra)	**$2,205.00 NDT Incl.**
Phase 51	O2 Cyl. Hydrostatic Test	5 years	n/a	**$473.00**
Phase 52	ELT Inspection	12 mo.	T & M	**$158.00**
Phase 53	Wing L/E	2400 hrs / 72 mo.	T & M	**$1,890.00**
Phase B	General Airframe & Engine, not incl. Engine Minors	150 hrs	1,119.00	**$968.00**
Engine Change			5,986.00	**$5,513.00**
Certificate of Airworthiness			2,301.00	**$2,205.00**
Prepurchase Evaluation			12,130.00	**$4,489.00**
Aircraft Re-weigh			1,074.00	**$1,024.00**

Flat rate prices include inspection labor. State and local taxes, discrepancy labor, parts, materials and freight are billed extra. NDT is not included except where noted. [1]Prices estimated from most recent published information and current CPI adjustment.

ENGINE MAINTENANCE MANAGEMENT SERVICES

Perhaps the most critical aircraft component is the engines. They are expensive to maintain, with mandated overhauls, "hot section" inspections and other tasks that can keep you grounded for weeks. Sierra's engine management services can save you money and make engine maintenance much less of a headache. Our extensive turbine engine experience, in-house inspection and parts manufacturing capabilities provide a complete solution to your engine maintenance needs.

- **Engine Overhaul Management Services**
- **Buy / Sell / Trade Turbine Engines**
- **Short to Long-term Engine Leasing**

From hot section inspections to complete overhauls, Sierra manages engine overhauls from start to finish at a cost you'll find difficult to beat. We offer significant savings on overall engine overhaul and inspection costs, as well as competitive pricing on engine components and complete engines. Since we specialize in Pratt JT15D engines, we're more competitive than other firms.

Replacing an engine with a newly overhauled unit can not only get you back in the air much more quickly, but also save you money. While an engine overhaul quote may look attractive, unseen factors and hidden wear can often cause actual costs to balloon significantly. Sierra's engines are sold at a firm, fixed price — you'll know right up front what your costs will be. A typical engine swap takes less than 3 working days, getting you back in the air as soon as possible.

Of course, we offer competitive trade-in allowances for your existing engine. We also buy, sell and trade Citation engines — please call us for more information or for a competitive price quote. Our large selection of engines and variety of available operating times, from mid-time to freshly overhauled, means easy access to engines that closely match your specific requirements and budget.

If you choose to overhaul an engine, we can lease a comparable engine for the 6 to 8 weeks it will take to complete the overhaul. There's no need for you to be grounded while your engine is "in the shop."

Sierra Citation Extended-Width Door

This extended-width door modification provides easy cabin access for large, bulky items without compromising the structural integrity of the Citation airframe. In fact, this modification has been tested to the maximum requirements of FAR Part 25 and has been proven through dozens of Citation installations. Since it uses the same reliable mechanical design of the original door, no specialized maintenance or tools are required.

The full 36 inch opening (the original Citation door is only 23") provides extra access capability for medical transport, palletized cargo, large arial cameras, research equipment or other oversized cargo items. Since it has no effect on your existing seating arrangements, it is ideal for multiple-use aircraft — one day, you can host an in-flight business meeting; the next, you can scout locations using oversized camera equipment! This cargo door can be installed on any Citation from the Model 500 to the Model 560.

SIERRA CUSTOM CABIN MODIFICATIONS

Description	Remarks	Installed Price
EXTENDED-WIDTH DOOR MODIFICATION - 36" wide door with additional structural stiffening. Modification includes all necessary changes to interior and door trim.	Citation 500 / 501SP	$187,740.00
	Citation 550 / 551SP	$197,120.00
	Citation 550 Bravo	call for price
	Citation 560	$219,240.00

Prices subject to change without notice. Product application and pricing may vary based on aircraft specifications and configuration.

Citation JetBed

Long flight, or just a long day? When it's time to relax, it's time for JetBed! The JetBed is designed to fit between two facing club seats, so you can stretch out and get some COMFORTABLE, recharging rest.

JetBed is fully adjustable and easy to set up in-flight. After filling the air mattress with the cordless air pump (included), just dial in the air pressure to your perfect comfort level.

- JetBed is made from top-quality materials that will hold up and heavy-duty valves that will last for years.
- Stain resistant, removable mattress cover, for easy cleaning.
- Real Velcro® straps secure the JetBed around the seats.
- Soft foam mattress that lays flat across the seats.
- Light weight, easy to carry. JetBed deflates into its own carrying case. Zip up and go!
- Measures (in bag) 33" x 19" x 5".

Citation Door Canopy

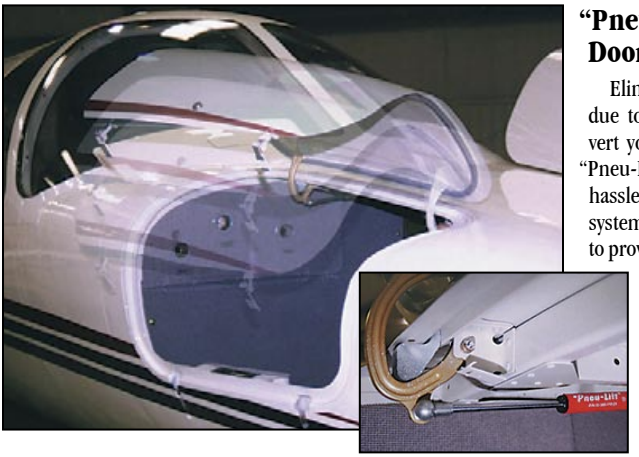
Spend much time at a static display, and sooner or later the weather is sure to be uncooperative. After one too many bad weather airshow days, we decided to create this exclusive door canopy to help keep rain and sunshine out of the expensively appointed interior.

Featuring a precision manufactured aluminum frame and sturdy steel hoops, this lightweight awning snaps securely into the aircraft door frame. When it's time to leave, the canopy collapses into a compact, one-piece unit that easily fits in a baggage compartment or behind an aft divan. Heavy duty water-resistant canvas stands up to sun or rain and can be embroidered with your company logo or aircraft registration number.

SIERRA CABIN ACCESSORIES

Description	Remarks	Sierra's Price
JET-BED - Inflatable bed system with cordless air pump and carrying case.	Citation 500 / 501 / 550 / 551SP / S550, 560	**Call for current price**
CITATION FOLDING DOOR CANOPY — Includes collapsible frame, royal blue canvas and carrying case. Please call for optional canvas colors and/or custom embroidery options.	Citation 500 / 501 / 550 / 551SP / S550, 560	**$795.00**

Prices subject to change without notice. Product application and pricing may vary based on aircraft specifications and configuration.



"Pneu-Lift™" Nose Baggage Door Openers

Eliminate bent or broken hardware due to inexperienced personnel — convert your nose baggage doors to Sierra's "Pneu-Lift™" system for faster, easier and hassle-free operation. The "Pneu-Lift™" system uses high-tech gas cylinder lifters to provide easy and safe access to the nose baggage compartment. Choose the complete easy-to-install kit or call us for more information about Sierra's installation service.

Quick Release Radome Modification

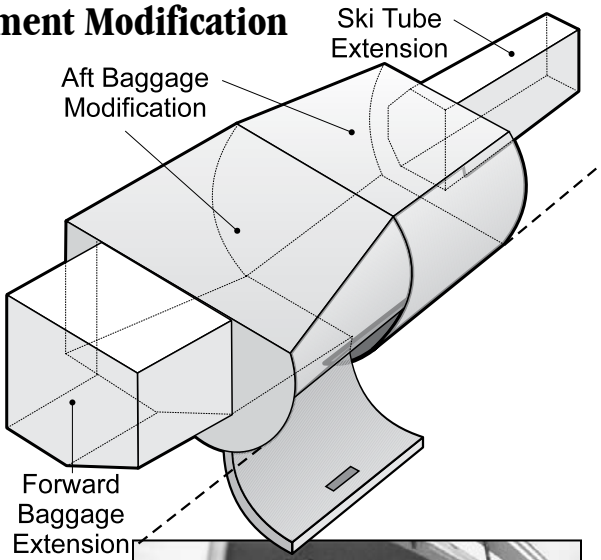
No more screwdriver scratches or expensive and easy-to-lose fasteners! Accent your aircraft's appearance and improve maintenance access to the Radar/Avionics bay. Our Quick Release Radome Modification permits rapid 1-minute removal and installation and easy access to radar and avionics equipment, while providing secure, high-tech attachment and a smooth, clean appearance. Call us today for more information.

EXTERIOR MODIFICATIONS

Description	Application	Order No.	Install Man-Hours	Kit Price	Installed Price
"PNEU-LIFT™" NOSE BAGGAGE DOOR OPENERS — Automatic Nose Baggage Door Opening System. Gas cylinder lifters provide easy access to Nose Baggage Compartment.	Citation 500/501SP, 550, 551SP, S550, 560	SI 380-1	12 m/h	**$965.00**	**$1,913.00**
Complete Kit for aircraft with existing lighting.		SI 380-2	24 m/h	**$954.00**	**$2,850.00**
Complete Kit with provisions to add lighting in the Nose Baggage Compartment.		SI 380-3	24 m/h	**$2,336.00**	**$4,232.00**
RADOME MODIFICATION — Screw type Radome fasteners replaced with special bayonet guide and positive locking Quick Release Fasteners. Does not include paint.	Citation 500/501SP, 550, 551SP, S550, 560	SI 160	35 m/h	**$2,677.00**	**$5,565.00**

Prices subject to change without notice. Product application and pricing may vary based on aircraft specifications and configuration.

Aft Baggage Compartment Modification



Are you tired of choosing between trying to squeeze your luggage into the minimal space of the forward baggage compartment or finding space for it in the cabin without cramping your passengers?

This Aft Baggage Compartment Modification adds 6 cubic feet of easily accessible baggage capacity to your Citation, utilizing otherwise unused space in the aircraft's fuselage. Its extended length is ideal for bulky items such as golf clubs or skis and it adds only 15 lbs. to the weight of the aircraft. It's also handy for stowing engine or nose covers, wheel chocks, and other items. As a bonus, you'll fly a better balanced and less nose-heavy airplane when carrying luggage in this baggage compartment. This modification is covered by Supplemental Type Certificates SA2692CE and SA2688CE.

A variety of upholstery options are available for this modification — please call for more information.

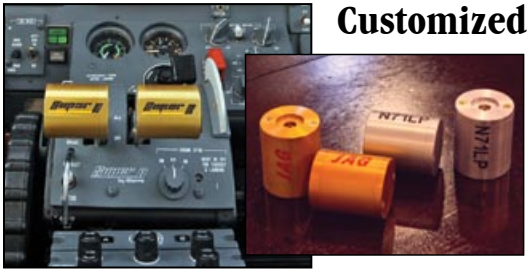
BAGGAGE COMPARTMENT MODIFICATIONS

Description	Application	Installed Price
FORWARD BAGGAGE EXTENSION — Extends baggage area forward by 6 Cubic Feet	Citation 550 Bravo, S550 and 560	**$9,550.00**
SKI TUBE EXTENSION KIT — Add-On to Aft Baggage Mod (above) or to existing OEM configuration	Citation 500/501, 550 and 550 Bravo, S550, 560	**$6,000.00**

Do you need to keep flying while you have modifications installed?

Sierra's **"Fly-Thru Maintenance"** program can provide a loaner aircraft to keep you on schedule while we inspect your Citation. We offer a variety of comparable aircraft for your use. Whether you need a Citation or a King Air, be sure to ask us for more information and options.

Prices subject to change without notice. Product application and pricing may vary based on aircraft specifications and configuration.



Customized Citation Throttle Knobs

These lightweight machined aluminum knobs are a flashy, yet functional addition to your cockpit. Originated for our *Stallion*, *Super II* and *Super S-II*, they are now available in a variety of vivid and durable anodized color finishes and may be customized with your own aircraft registration number or company logo. Sold as a pair. Please call Sierra today for more details.

Sierra Custom Throttle Knobs	Base color	Sierra's Price
Customized Throttle Knobs, set of two - call for details on how to supply company logo or registration number. An additional charge for custom setup may apply, depending on logo color(s) and complexity. **Knobs available for non-Thrust Reverser equipped aircraft only.*	Black	Call for quote
	Blue	Call for quote
	Clear (Aluminum)	Call for quote
	Gold	Call for quote
	Red	Call for quote
	Green	Call for quote

OTHER CITATION COCKPIT ENHANCEMENTS

Description	Application	Order #	Kit Price	Install Man-Hours	Installed Price
NEW COCKPIT PANEL SEGMENTS — Sierra will CNC mill new customized panel segments to your specifications. Update and clean up your instrument panel to "like new" aircraft condition.	Citation (all)	n/a	**Call for Quote**	n/a	**Call for Quote**
REPLACEMENT SWITCH BOOT COVER KIT — New vinyl Switch Boot Covers in 4 colors replace dirty, torn or missing covers. Contains enough color-coded switch covers to complete one aircraft.	Citation (all)	SI 240	**$94.50**	1 m/h	**$236.25**
TRANSPONDER IDENT SWITCH — Pilot's control wheel-mounted switch allows transponder ident without leaving the control wheel.	Citation (all)	10-82009-5	**$645.75**	6 m/h	**$1,118.25**

Sierra RVSM Upgrades

Sierra's IS&S system installation provides a fully integrated solution, with interfaces to the Flight Director Systems and Autopilot, as well as meeting the more stringent requirements for RVSM airspace. Aircraft will be skin-mapped to insure that static ports are within certification tolerance and will be ground- and flight-tested to verify newly installed equipment accuracy. Sierra will provide the required GMU monitoring flight at cost + 10%. Please call your Sierra representative for more details.

NOTE: In addition to the aircraft modifications and group approval provided by Sierra, there are additional operator requirements to be met before receiving RVSM operational approval for the aircraft. Please call us for more information.

Sierra Reduced Vertical Separation Minimum (RVSM) Modifications

Description	Installed Price
RVSM Modification for Single Flight Director Aircraft	**$69,995.00**
RVSM Modification for Dual Flight Director Aircraft	**$79,995.00**
Optional Operator Assistance Program – International Operations Manual	**$3,675.00**
Optional Rosemount Total Temperature Probe Option – allows both ADDU's to calculate TAS	**$3,144.75**
Optional Standby 2" Altimeter	**$11,392.50**

Prices subject to change without notice. Product application and pricing may vary based on aircraft specifications and configuration.

EROS Quick-donning Crew Oxygen Masks and Accessories

Extensively used on nearly all of today's business and commercial aircraft, the EROS Classic MC series is the benchmark for integrated cockpit crew protection. MC series masks and accessories provide unmatched smoke and hypoxia protection, with secure fitting hypoallergenic seals. The diluter demand regulator features automatic and manual overpressure and simple no-guess mixture selection. Extensive human factor research and design avoids confusion in emergency situations, with easy one-handed extraction and inflation in less than two seconds. The efficient, ergonomically designed stowage cups can be easily integrated into the cockpit near the main flight controls for quick accessibility. Installation time: 8 hours.

SI440 Sierra/Artex 406 MHz ELT

The SI440 kit allows Artex C406 (406 MHz) Emergency Locator Transmitter installation on Cessna Citation Models 500, 501, 550, 551, S550 and 560 (excluding XL). This Sierra Supplemental Type Certificate (STC ST09718AC) provides a cost-effective solution for updating Citation emergency transmitters to current standards.

The Artex C406 provides an integrated ELT to Navigation interface and transmits latitude and longitude position information with an accuracy of 100 meters. The unit operates on 121.5, 243 and 406 MHz frequencies and features a 5-year battery life. Certifications include TSO C126 and ETSO 2C126 and the unit is approved by COSPAS/SARSAT and Transport & Industry Canada.

Please see page 34 for more details.

SIERRA EMERGENCY SUPPLIES and ACCESSORIES

Description	Application	Order Number	Kit Price	Installed Price
EROS MC-10 Classic Oxygen Mask	All Citation models	MC-10-15-109	**$6,066.0**	**$6,746.00**
EROS MXP210 anti-scratch polycarbonate goggles		MXP-210-00	**$781.00**	**n/a**
EROS MXP105 lightweight stowage box (with fasteners)		MXP-105	**$496.00**	**n/a**
Basic C406 ELT system – with blade antenna and wiring harness	Citation 500, 501, 550, 551, S550, 560 (excluding XL)	SI440-100-1	**$5,995.00**	**$8,500.00**
Extended C406 ELT system – GPS Broadcast with NAV Interface to Flight Director		SI440-100-2	**$9,495.00**	**$12,000.00**
2½ lb. Halon Fire Extinguisher (not pictured)	All Citation models	RTA-1200	**$329.00**	**n/a**

Prices subject to change without notice. Product application and pricing may vary based on aircraft specifications and configuration.

Citation Protective Mask Kits

The leading edges of your aircraft are subject to continual erosion while you are in flight. Sand, insects and other particles gradually damage the surface, especially on radar-transparent fiberglass or Kevlar components like those used for the radome. Now, Sierra offers high quality protective masks for your aircraft's radome. These masks have been proven in years of service, and, once applied, are nearly invisible. Extensive testing has shown that they will last for years, never yellow and are easily installed in just minutes.

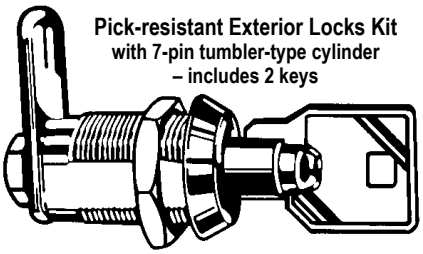
Kits come complete with easy-to-use instruction manual. A comprehensive installation video is also available. Please call your Sierra representative for more details.

Above: Unretouched photo of eroded radome.

Left: Radome mask is virtually invisible

TAT probe cover

Pick-resistant Exterior Locks Kit with 7-pin tumbler-type cylinder – includes 2 keys



Static Wicks

EXTERIOR MODIFICATIONS & ACCESSORIES

Description	Order Number	Kit Price	Installed Price
RADOME PROTECTIVE MASK – Citation straight wing. Installation requires 1 man-hour.	PM51	**$595.00**	**$674.00**
Comprehensive Installation Video	PM51-V	**Free**	**Free**

Description	Application	Install Man-hrs	Price (kit)
EXTERIOR LOCKS KIT — Featuring Tubular Keys with pick-resistant 7 pin tumbler type cylinder. Restricted individual Key Registration. 6 Lock Kit for all exterior openings — Baggage Compartments, Radome, Cabin Door and Tailcone.	Citation 500/501SP, 550, 551SP, S550 Part No. SI 500-1	4 m/h	**$289.00**
TAT PROBE COVERS — Heavy duty nomex canvas covers protect delicate temperature probes from dust, insects and foreign object damage. Includes easy Velcro closure and bright red "Remove Before Flight" ribbon. Sold as a pair.	All Citations	n/a	**$86.00**

Description	Application	Part No.	Price (ea.)
STATIC WICKS — SIERRA offers high performance static dischargers for the Cessna Citation in either the brown factory original style (P/N 15330 - long & 15340 - short) or a new upgrade version* which is stronger, more streamlined and more efficient (P/N 16920 - long & 16930 - short). The Cessna Citation requires 14 long and 4 short static dischargers.	Citation 500/501SP, 550, 551SP, S550, 560	15330	**$92.00**
		15340	**$82.00**
		16920	**$90.00**
		16930	**$125.00**

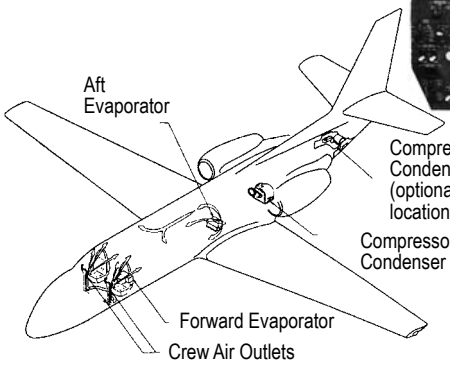
** Note: SB23-15 must be completed in order to fit new upgrade static wicks (P/N 16920 & 16930).*

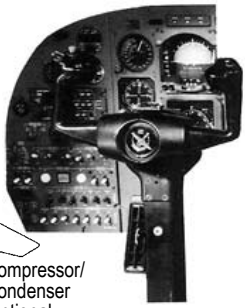
Prices subject to change without notice. Product application and pricing may vary based on aircraft specifications and configuration.

Citation Air Conditioning Solutions

Climatize your Citation now and defeat the heat with a top efficiency air conditioning system custom designed for your Citation. Our systems offer:

- Quality installation by SIERRA's expert technicians for your Citation 500/501SP, 550/551SP, S550 and 560.
- We install the industry's favorite A/C systems designed by Keith Products, Inc.
- Crew air outlets beneath the control yokes available for added comfort and safety.
- Conversion Kits available to upgrade your current Keith system from R-12 to environmentally friendly R-134a refrigerant.
- Rapid turnaround with SIERRA's in-stock supply of kits.





Yoke-Mounted Crew Air Outlet

Take advantage of SIERRA's FAA-approved Repair Station capabilities and schedule needed maintenance while your aircraft is being transformed into an "oasis" of cool comfort.

Citation 550/551SP, S550 & 560

CITATION AIR CONDITIONER SYSTEMS

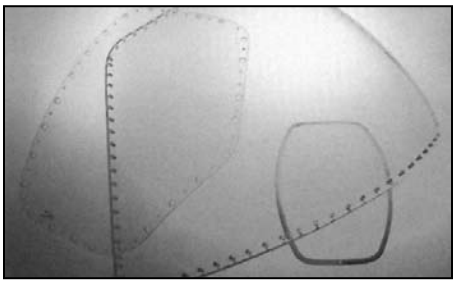
Description	Part #	Installed Price
Systems for Citation 550 / 551, S550, 560		
R134a A/C SYSTEM — Forward or Aft Mounted Compressor	Fwd: 82-02-010-3	**$43,279.00**
	Aft: 82-02-010-2	**$45,180.00**
R134a A/C SYSTEM — Forward or Aft Mounted Compressor with Control Column Air Delivery	Fwd: 82-02-010-1	**$45,209.00**
	Aft: 82-02-010-4	**$43,279.00**
COOLANT CONVERSION — from R-12 to R134a	SB118-1	**$6,975.00**

Note: Prices above do not include coolant cost.

Replacement Windows

As your aircraft ages, your windows inevitably fall victim to erosion, scratches and nicks from exposure to the elements and, sometimes, careless passengers.

Choose Sierra's professionals to install your windows, and we'll have you on your way with a minimum of downtime – without costing you an arm and a leg. Call your SIERRA representative today for more information.



CITATION WINDOW REPLACEMENTS

Description	Sierra's Installed Price
Right Side Windshield	$21,905.00
Left Side Windshield	$21,905.00
Right Side Cockpit -Outer	$5,541.00
Right Side Cockpit -Inner	$3,802.00
Left Side Cockpit -Outer	$5,541.00
Left Side Cockpit -Inner	$3,802.00
Cabin Window	$2,158.00

**Note: Prices do not include cabin interior removal.*

Prices subject to change without notice. Product application and pricing may vary based on aircraft specifications and configuration.

GILL LOW-MAINTENANCE BATTERY

- High Rate Discharge (in excess of 1450 AMPS).
- 70 AMP 30 minute emergency capacity.
- Excellent low-temperature performance — 445 CCA @ 0° F (-18° C) for 60 seconds.
- Robust TTP (through the partition) inter-cell connections increase reliability.
- Reinforced cast aluminum lid and heavy-duty integrated internal connector post.

HAWKER 43 AH LEAD-ACID BATTERY

- True no-maintenance battery.
- Hot & cold performance exceeding any other aviation battery: -40°C to +75°C.
- Epoxy-coated steel case with thermal sensor.
- Superb deep-discharge recovery capability.

Call us for technical information and warranty details.

Citation Main Ship Batteries

CITATION BATTERY CONVERSIONS

Description	Application	Order #	Installed Price
GILL G-6381ES SEALED BATTERY — This robust 24 volt, 43 Amp-Hr battery provides significant maintenance-cost savings and higher capacity than standard batteries. 80 lbs. 1-year warranty.	Citation 500 series	G6381ES	**$3,545.00**
HAWKER 43 Ah MAIN SHIP BATTERY — This 24 volt no-maintenance battery is specifically designed for Citation 500-series aircraft. 91 lbs. 24 mo. storage / 30 mo. installed warranty.	Citation 500 series	9750W0370-11	**call for current price**
BATTERY CONVERSION — Converts existing NiCAD battery to Lead-Acid battery for improved performance, utility and cost-effectiveness.	Citation 500/501SP, 550, 551SP, S550, 560	n/a	**call for current price**

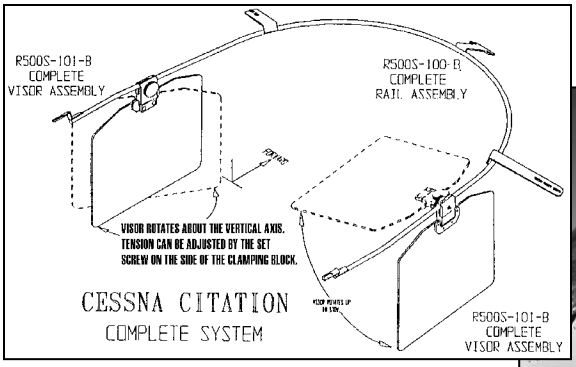
Citation Replacement Tires

Keep your Citation's landing gear in tiptop condition with regular maintenance and quality Goodyear tires. Whether you're overhauling your existing gear or upgrading to newer systems, our experienced, certified technicians will treat your aircraft with the careful attention to detail that you deserve. Call today for more information about maintenance, wheel replacements or to schedule an appointment.

GOODYEAR CITATION 550 BRAVO REPLACEMENT TIRES

Description	Application	Order Number	Sierra's Price
Citation Replacement Tires.	Citation 550 Bravo Nose Wheel Tire - 210 MPH	184F10-2	**$620.00**
	Citation 550 Bravo Nose Wheel Tire - 190 MPH	184F08-1	**$620.00**
	Citation 550 Bravo Main Gear Tire	229K48-2	**$1,081.00**

Prices subject to change without notice. Product application and pricing may vary based on aircraft specifications and configuration.



Rosen Monorail Sun Visor System

Cockpit Sun Shield Set

Keep Cool with Custom Cockpit Sunshades

- FAA Approved
- Tailors to Ciation Cockpit Windows
- Blocks 99% of UV Rays
- Cools the Cockpit with 92% Heat Rejection
- Prevents Damage to Avionics and Improves Visibility.
- Fully Retractable Design

** Monorail extra. Please call for details.*

Citation Custom Cockpit Sun Shade (left)
(Pilot's side window shade shown above)

SUN VISOR SYSTEM & SUN SHIELD SETS

Description	Application	Order #	Kit Price	Install Man-hrs	Installed Price
ROSEN SUN VISOR — Unique monorail system allows infinite adjustability with greater visibility. Available in light or dark gray.	Citation 550, 551, S550, 550 Bravo, 525, 560	R500S-010-1	**$1,522.50**	9 hrs	**$2,231.25**
	Citation 650	R650-300-1	**$1,627.50**	9 hrs	**$2,336.25**
Citation Custom Cockpit Sunshades — for Citation 500/501/500/S550	Side Windows Kit	n/a	**$1,575.00**		**$2,094.75**
Cockpit Sun Shield Set — windshield and side windows	Citation 500, 501, 550, 551, S550, 560	C-22	**$684.32**	n/a	**No Install Required**

Please Note: Freight charges are not included — see inside back cover for shipping information.

Prices subject to change without notice. Product application and pricing may vary based on aircraft specifications and configuration.

BoomBeam HID Lighting Systems

Increase your light intensity by 300 to 400%! This new HID (High Intensity Discharge) Mercury-Xenon landing light system is the whitest, brightest idea in aircraft lighting in 25 years. The shock-resistant, filament-free design is brighter and whiter than standard or halogen lighting. Extensively proven in rough environments, the system (including bulbs) is warranteed for 5 years and draws significantly less steady-state power.

Applicable to Citation 550/551, S550, 550 Bravo, 560 and 560XL aircraft. Systems are also available for a wide variety of other aircraft. Applicability may vary, depending on service bulletin status. Please call Sierra for more details.

BOOMBEAM High Intensity Citation Lighting Systems

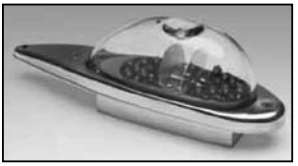
Description	Model No. / Application	Installed Price
HID 2-Lamp Wingtip Light System	LSM-500-076 Citation 550 Bravo	**$8,495.00**
HID Main Gear Landing Light System	LSM-500-066 Citation 550 Bravo	**$4,475.00**
HID Combination Wingtip and Main Gear Landing Light System	LSM-500-076 + LSM-500-066 Citation 550 Bravo	**$12,950.00**

Please inquire for specific serial number applications and service bulletin requirements.

Whelan LED Replacement Lights

LED lighting technology is a significant upgrade from existing incandescent and halogen lights, providing much longer life (20,000 hours!), reduced power consumption and much greater shock and vibration tolerance. These lights feature tough, hard-coated clear polycarbonate lenses and state-of-the-art surface mount technology. Whelan light replacements are compatible with existing lighting profiles and mounting, and are fully compliant with all FAR color requirements.

Applicable to all Citation 500/501SP, 550/551 and S550 aircraft. Please call for details.



Top:
71011 LED Tail Light

Bottom:
90088 Rudder Mount Light

not pictured:
70975 Wingtip Position Light

CITATION LED Replacement Lights

Description	Model No. / Application	Installed Price
Tail Position Lights	7101102 LED / Tail Light - Vertical Mount	**$921.00 ea.**
	7101103 LED / Tail Light - Horizontal Mount	**$921.00 ea.**
Rudder Anti-Collision Light	9008813 LED / Red anti-Collision Light	**$2,367.00 ea.**
Wingtip Position Lights	7097501 LED / Red Position Light	**$756.00 ea.**
	7097502 LED / Green Position Light	**$756.00 ea.**

Tel-Tail Vertical Tail Floodlights

The Tel-Tail floodlight system can enhance your aircraft's appearance, increasing nighttime safety at the same time. It's an effective way to increase the visibility of your company logo and/or aircraft identification while also making the tower controller's job easier. By providing a visible cue for aircraft size, closure rate and direction of travel, Tel-Tail lights increase safety and enhance collision avoidance for you and other aircraft in the area.

Tel-Tail lights are fully FAA-approved by STC for most aircraft and have been installed on more than 3,000 commercial and business aircraft around the world. Call your Sierra representative today for more information.

CometFlash Strobe Lighting

CometFlash is a unique flash pattern that provides more than 4 times the overall "on-time" of conventional strobes and minimizes the "dark time" for better aircraft tracking. Your Citation in flight appears as an extended streak of light rather than a series of disjointed flashes.

The CometFlash system provides four high-energy light pulses in each burst of light at a rate of 45 light bursts per minute! It is crafted from the finest components and is fully FAA / PMA approved.

If you want higher visibility and more safety, the CometFlash system will deliver almost twice the visible warning protection of any other strobe design available – without increasing power input requirements!

AIRCRAFT LIGHTING SYSTEMS

Description	Application	Installed Price
TEL-TAIL FLOODLIGHT SYSTEM – Complete system (right and left sides), with installation. Please call for more information about scheduling installation.	Citation 500 / 501	**$8,438.00**
	Citation 550 / 551	**$8,438.00**
	Citation 550 Bravo	**$8,438.00**
	Citation 525	**$8,072.00**
	Citation 650	**$11,347.00**

STROBE LIGHTING SYSTEMS

Description	Application	Installed Price
COMETFLASH STROBE LIGHT SYSTEM – Complete system (right and left sides), with power supply. Please call Sierra for more information about scheduling installation.	Citation 550/551	**$4,167.00**
	Citation S550	**$4,167.00**
	Citation 525	**Call for Pricing**
	Citation 560	**$4,167.00**
PULSELITE CONVERSION — Convert your existing landing and recognition lights to alternately flash for enhanced perception by other traffic in high-density or poor visibility conditions. (Part No. 4130)	Citation 500/501, 550, S550, 560	**$7,376.00**

Prices subject to change without notice. Product application and pricing may vary based on aircraft specifications and configuration.

Citation 550 Bravo Phase Inspection Services

Inspection	Description	Time Interval	Cessna's est. price[1]	Sierra's price
Phase 1	Nose, Cockpit, Fuselage	300 hrs / 24 mo.	4,186.00	**$3,623.00**
Phase 2	Landing Gear, Empennage, Powerplants (both)	300 hrs / 24 mo.	5,578.00	**$4,827.00**
Phase 3	Tailcone, Door Seal	300 hrs / 24 mo.	1,446.00	**$1,252.00**
Phase 4	Powerplants	300 hrs / 24 mo.	1,674.00	**$1,449.00**
Phase 5	Complete Inspection	1200 hrs / 36 mo.	33,852.00	**$21,756.00**
Phase 1 thru 5			46,736.00	**$35,478.00**
Phase 6	Airframe Exterior	14 days	910.00	**$788.00**
Phase 10	Aircraft Battery Recondition	100 hrs.	728.00	**$512.00**
Phase 12	Hamilton Std. ACM Oil Change	600 hrs	182.00	**$79.00**
Phase 14	Fuselage/Wing Structure	10K, then 15K, then ea 1K hrs	Time + Materials	**Time + Materials**
Phase 15	Crack Inspection — Tail	10K hrs, 15K hrs, then ea 1K	Time + Materials	**Time + Materials**
Phase 16	Crack Inspection — Door & Pylon	10K hrs, 15K hrs	1,401.40	**$1,181.00**
Phase 17	Crack Inspection — Cabin Structure	10,000 hrs	Time + Materials	**Time + Materials**
Phase 18	Emergency Equipment	Every Year	1,492.40	**$1,496.00**
Phase 20 non-RVSM - 2 yr. chk - FAR 91.411		Every 2 years	1,270.00	**$1,024.00**
Phase 20 RVSM - 2 yr. checks - FAR 91.411		Every 2 years	1,270.00	**$1,103.00**
RVSM Annual Inspection		Every year	T + M	**$1,260.00**
Phase 21	Transponder & CVR Beacon	Every 2 years	364.00	**$341.00**
Phase 22	Oxygen Hydro (NDT extra)	Every 3 years	1,456.00	**$1,418.00**
Phase 23	Emergency Bottles Hydro (NDT extra)	Every 5 years	455.00	**$171.00**
Phase 25	Hot Section Inspections	per P&W Manual	8,099.00	**$6,773.00**
Phase 27	Fwd & Aft Pressure Bulkhead	10K hrs., 15K, then ea. 1K	5,096.00	**$4,095.00**
Phase 28	Ni-Cad Batt & Thrust Reverser Diodes	Every 100 hrs.	2,002.00	**$1,654.00**
Phase 34	Fire Extinguisher Check	every 6 months	100.10	**$79.00**
Phase 35	Standby Gyro Battery Check		345.00	**$257.00**
Phase 37	Window Structure, Skin Splices, Spars & Door Pins	5000 hrs	7,571.20 (NDT extra)	**$6,615.00**
Phase 39	Cargo Door & Camera Pod	4500 hrs, then ea. Phase 5	546.00	**$446.00**

Flat rate prices include inspection labor. State and local taxes, discrepancy labor, parts, materials and freight are billed extra. NDT is not included except where noted. [1]Prices estimated from most recent published information and current CPI adjustment.

SIERRACOM
COMPUTERIZED MAINTENANCE TRACKING

The most user-friendly, cost-effective way to track your Citation maintenance. See page 156 - 159 for more information.

Prices subject to change without notice. Product application and pricing may vary based on aircraft specifications and configuration.

Citation 550 Bravo Phase Inspection Services

Inspection	Description	Time Interval	Cessna's est. price[1]	Sierra's price
Phase 43	Nose Gear Fork	10,000 landings / 1000 landings therafter	182.00	**$158.00**
Phase 46	Nose Gear Fork - British Cert. Acft	3000 landings / 1000 landings thereafter	182.00	**$158.00**
Phase 47	Cockpit & Cabin Halon FE Hydro	Every 12 years	136.50	**$79.00**
Phase 48	Cockpit & Cabin Halon FE Inspection	Every 72 mo.	118.30	**$79.00**
Phase 49	Skin Joint & Doubler, Windshield/ Cockpit windows	6 Years or 2400 hrs, then ea. Ph. 5	1,628.90	**$2,126.00**
Phase 50	10K hr/15yr Spar Carrythru	10,000 hrs, then ea. Phase 5	546.00	**$2,205.00**
Phase 51	O2 Cyl. Hydrostatic Test	5 years	546.00	**$473.00**
Phase 52	Engine Oil Change (per engine)		227.50	**$236.00**
Phase 54	Battery Capacity Check		746.20	**$809.00**
Phase 55	P & W Minor Checks	600 hrs/12 mos.	1,446.90	**$1,251.00**
Phase 56	T/R Lube	150 hours	182.00	**$184.00**
Phase 57	ELT Inspection	12 months	n/a	**$158.00**
Phase MA	Nose Fork Inspection (NDT extra)	10,000 landings	154.70	**$142.00**
Phase MD	Emergency Exit Door Frame	1456 hours	245.70 (NDT extra)	**$1,815.00 NDT Included**
Phase ME	Fuselage Ext. Skin	2523 hours	1,246.70 (NDT extra)	**$2,441.00 NDT Included**
Phase MF	Pressure Bulkhead web	4450 hours	n/a	**T + M**
Phase MG	Cabin Door Frame	5000 hours	72.80	**T + M**
Phase MH	Windows	5130 hours	5,978.70	**T + M**
Phase MI	Cabin lower skin splice	5900 hours	100.10	**T + M**
Phase MJ	Pressure bulkhead angle	6725 hours	4,186.00	**T + M**
Engine 450 hr / 12 mo. Perf. Check (both)		450 hrs/12 mos.	650.00	**$551.00**
Engine 150 hr Engine Wiring Insp. (both)		150 hrs/12 mos.	525.00	**$415.00**
Engine Boroscope Inspection - both			1,250.00	**$1,103.00**
Phase B	General Airframe & Engine	150 hrs	1,019.00	**$968.00**
Engine Change			5,986.00	**$5,513.00**
Certificate of Airworthiness			2,301.00	**$2,205.00**
Prepurchase Evaluation			11,577.00	**$4,489.00**
Aircraft Re-weigh			1,074.00	**$1,024.00**

Flat rate prices include inspection labor. State and local taxes, discrepancy labor, parts, materials and freight are billed extra. NDT is not included except where noted. [1]Prices estimated from most recent published information and current CPI adjustment.

Do you need to keep flying while you have inspections performed?

Sierra's **"Fly-Thru Maintenance"** program can provide a loaner aircraft to keep you on schedule while we inspect your Citation. We offer a variety of comparable aircraft for your use. Whether you need a Citation or a King Air, be sure to ask us for more information and options.

Prices subject to change without notice. Product application and pricing may vary based on aircraft specifications and configuration.

Sierra Citation Extended-Width Door

This extended-width door modification provides easy cabin access for large, bulky items without compromising the structural integrity of the Citation airframe. In fact, this modification has been tested to the maximum requirements of FAR Part 25 and has been proven through dozens of Citation installations. Since it uses the same reliable mechanical design of the original door, no specialized maintenance or tools are required.

The full 36 inch opening (the original Citation door is only 23") provides extra access capability for medical transport, palletized cargo, large arial cameras, research equipment or other oversized cargo items. Since it has no effect on your existing seating arrangements, it is ideal for multiple-use aircraft — one day, you can host an in-flight business meeting; the next, you can scout locations using oversized camera equipment! This cargo door can be installed on any Citation from the Model 500 to the Model 560.

SIERRA CUSTOM CABIN MODIFICATIONS		
Description	**Remarks**	**Installed Price**
EXTENDED-WIDTH DOOR MODIFICATION - 36" wide door with additional structural stiffening. Modification includes all necessary changes to interior and door trim.	Citation 500 / 501SP	**$187,740.00**
	Citation 550 / 551SP	**$197,120.00**
	Citation 550 Bravo	**call for price**
	Citation 560	**$219,240.00**

Prices subject to change without notice. Product application and pricing may vary based on aircraft specifications and configuration.

Citation JetBed

Long flight, or just a long day? When it's time to relax, it's time for JetBed! The JetBed is designed to fit between two facing club seats, so you can stretch out and get some COMFORTABLE, recharging rest.

JetBed is fully adjustable and easy to set up in-flight. After filling the air mattress with the cordless air pump (included), just dial in the air pressure to your perfect comfort level.

- JetBed is made from top-quality materials that will hold up and heavy-duty valves that will last for years.
- Stain resistant, removable mattress cover, for easy cleaning.
- Real Velcro® straps secure the JetBed around the seats.
- Soft foam mattress that lays flat across the seats.
- Light weight, easy to carry. JetBed deflates into its own carrying case. Zip up and go!
- Measures (in bag) 33" x 19" x 5".

Citation Door Canopy

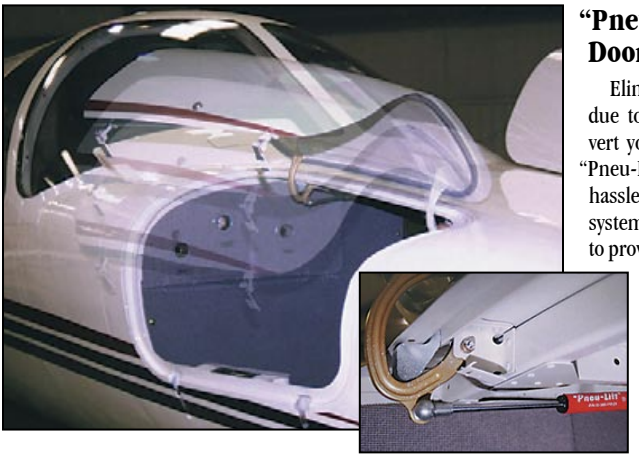
Spend much time at a static display, and sooner or later the weather is sure to be uncooperative. After one too many bad weather airshow days, we decided to create this exclusive door canopy to help keep rain and sunshine out of the expensively appointed interior.

Featuring a precision manufactured aluminum frame and sturdy steel hoops, this lightweight awning snaps securely into the aircraft door frame. When it's time to leave, the canopy collapses into a compact, one-piece unit that easily fits in a baggage compartment or behind an aft divan. Heavy duty water-resistant canvas stands up to sun or rain and can be embroidered with your company logo or aircraft registration number.

SIERRA CABIN ACCESSORIES

Description	Remarks	Sierra's Price
JET-BED - Inflatable bed system with cordless air pump and carrying case.	Citation 500 / 501 / 550 / 551SP / S550, 560	**$4,995.00**
CITATION FOLDING DOOR CANOPY — Includes collapsible frame, royal blue canvas and carrying case. Please call for optional canvas colors and/or custom embroidery options.	Citation 500 / 501 / 550 / 551SP / S550, 560	**$795.00**

Prices subject to change without notice. Product application and pricing may vary based on aircraft specifications and configuration.



"Pneu-Lift™" Nose Baggage Door Openers

Eliminate bent or broken hardware due to inexperienced personnel — convert your nose baggage doors to Sierra's "Pneu-Lift™" system for faster, easier and hassle-free operation. The "Pneu-Lift™" system uses high-tech gas cylinder lifters to provide easy and safe access to the nose baggage compartment. Choose the complete easy-to-install kit or call us for more information about Sierra's installation service.

Quick Release Radome Modification

No more screwdriver scratches or expensive and easy-to-lose fasteners! Accent your aircraft's appearance and improve maintenance access to the Radar/Avionics bay. Our Quick Release Radome Modification permits rapid 1-minute removal and installation and easy access to radar and avionics equipment, while providing secure, high-tech attachment and a smooth, clean appearance. Call us today for more information.

EXTERIOR MODIFICATIONS

Description	Application	Order No.	Install Man-Hours	Kit Price	Installed Price
"PNEU-LIFT™" NOSE BAGGAGE DOOR OPENERS — Automatic Nose Baggage Door Opening System. Gas cylinder lifters provide easy access to Nose Baggage Compartment.	Citation 500/501SP, 550, 551SP, S550, 560	SI 380-1	12 m/h	**$965.00**	**$1,913.00**
Complete Kit for aircraft with existing lighting.		SI 380-2	24 m/h	**$954.00**	**$2,850.00**
Complete Kit with provisions to add lighting in the Nose Baggage Compartment.		SI 380-3	24 m/h	**$2,336.00**	**$4,232.00**
RADOME MODIFICATION — Screw type Radome fasteners replaced with special bayonet guide and positive locking Quick Release Fasteners. Does not include paint.	Citation 500/501SP, 550, 551SP, S550, 560	SI 160	35 m/h	**$2,677.00**	**$5,565.00**

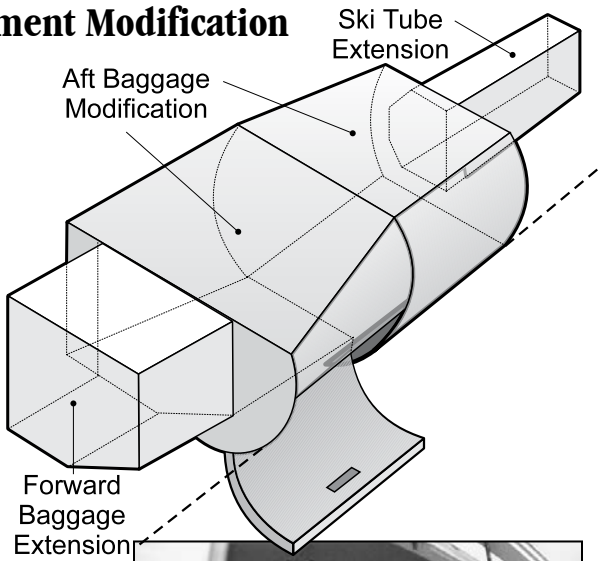
Prices subject to change without notice. Product application and pricing may vary based on aircraft specifications and configuration.

Aft Baggage Compartment Modification

Are you tired of choosing between trying to squeeze your luggage into the minimal space of the forward baggage compartment or finding space for it in the cabin without cramping your passengers?

This Aft Baggage Compartment Modification adds 6 cubic feet of easily accessible baggage capacity to your Citation, utilizing otherwise unused space in the aircraft's fuselage. Its extended length is ideal for bulky items such as golf clubs or skis and it adds only 15 lbs. to the weight of the aircraft. It's also handy for stowing engine or nose covers, wheel chocks, and other items. As a bonus, you'll fly a better balanced and less nose-heavy airplane when carrying luggage in this baggage compartment. This modification is covered by Supplemental Type Certificates SA2692CE and SA2688CE.

A variety of upholstery options are available for this modification — please call for more information.



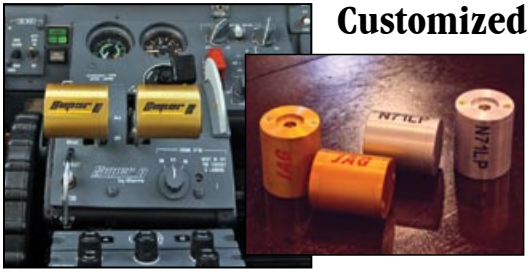
BAGGAGE COMPARTMENT MODIFICATIONS

Description	Application	Installed Price
FORWARD BAGGAGE EXTENSION — Extends baggage area forward by 6 Cubic Feet	Citation 550 Bravo, S550 and 560	**$9,550.00**
SKI TUBE EXTENSION KIT — Add-On to Aft Baggage Mod (above) or to existing OEM configuration	Citation 500/501, 550 and 550 Bravo, S550, 560	**$6,000.00**

Do you need to keep flying while you have modifications installed?

Sierra's **"Fly-Thru Maintenance"** program can provide a loaner aircraft to keep you on schedule while we inspect your Citation. We offer a variety of comparable aircraft for your use. Whether you need a Citation or a King Air, be sure to ask us for more information and options.

Prices subject to change without notice. Product application and pricing may vary based on aircraft specifications and configuration.



Customized Citation Throttle Knobs

These lightweight machined aluminum knobs are a flashy, yet functional addition to your cockpit. Originated for our *Stallion*, *Super II* and *Super S-II*, they are now available in a variety of vivid and durable anodized color finishes and may be customized with your own aircraft registration number or company logo. Sold as a pair. Please call Sierra today for more details.

Sierra Custom Throttle Knobs	Base color	Sierra's Price
Customized Throttle Knobs, set of two - call for details on how to supply company logo or registration number. An additional charge for custom setup may apply, depending on logo color(s) and complexity. **Knobs available for non-Thrust Reverser equipped aircraft only.*	Black	Call for quote
	Blue	Call for quote
	Clear (Aluminum)	Call for quote
	Gold	Call for quote
	Red	Call for quote
	Green	Call for quote

OTHER CITATION COCKPIT ENHANCEMENTS

Description	Application	Order #	Kit Price	Install Man-Hours	Installed Price
NEW COCKPIT PANEL SEGMENTS — Sierra will CNC mill new customized panel segments to your specifications. Update and clean up your instrument panel to "like new" aircraft condition.	Citation (all)	n/a	**Call for Quote**	n/a	**Call for Quote**
REPLACEMENT SWITCH BOOT COVER KIT — New vinyl Switch Boot Covers in 4 colors replace dirty, torn or missing covers. Contains enough color-coded switch covers to complete one aircraft.	Citation (all)	SI 240	**$94.50**	1 m/h	**$236.25**
TRANSPONDER IDENT SWITCH — Pilot's control wheel-mounted switch allows transponder ident without leaving the control wheel.	Citation (all)	10-82009-5	**$645.75**	6 m/h	**$1,118.25**

Sierra RVSM Upgrades

Sierra's IS&S system installation provides a fully integrated solution, with interfaces to the Flight Director Systems and Autopilot, as well as meeting the more stringent requirements for RVSM airspace. Aircraft will be skin-mapped to insure that static ports are within certification tolerance and will be ground- and flight-tested to verify newly installed equipment accuracy. Sierra will provide the required GMU monitoring flight at cost + 10%. Please call your Sierra representative for more details.

NOTE: In addition to the aircraft modifications and group approval provided by Sierra, there are additional operator requirements to be met before receiving RVSM operational approval for the aircraft. Please call us for more information.

Sierra Reduced Vertical Separation Minimum (RVSM) Modifications

Description	Installed Price
RVSM Modification for Single Flight Director Aircraft	**$69,995.00**
RVSM Modification for Dual Flight Director Aircraft	**$79,995.00**
Optional Operator Assistance Program – International Operations Manual	**$3,675.00**
Optional Rosemount Total Temperature Probe Option – allows both ADDU's to calculate TAS	**$3,144.75**
Optional Standby 2" Altimeter	**$11,392.50**

Prices subject to change without notice. Product application and pricing may vary based on aircraft specifications and configuration.

EROS Quick-donning Crew Oxygen Masks and Accessories

Extensively used on nearly all of today's business and commercial aircraft, the EROS Classic MC series is the benchmark for integrated cockpit crew protection. MC series masks and accessories provide unmatched smoke and hypoxia protection, with secure fitting hypoallergenic seals. The diluter demand regulator features automatic and manual overpressure and simple no-guess mixture selection. Extensive human factor research and design avoids confusion in emergency situations, with easy one-handed extraction and inflation in less than two seconds. The efficient, ergonomically designed stowage cups can be easily integrated into the cockpit near the main flight controls for quick accessibility. Installation time: 8 hours.

SI440 Sierra/Artex 406 MHz ELT

The SI440 kit allows Artex C406 (406 MHz) Emergency Locator Transmitter installation on Cessna Citation Models 500, 501, 550, 551, S550 and 560 (excluding XL). This Sierra Supplemental Type Certificate (STC ST09718AC) provides a cost-effective solution for updating Citation emergency transmitters to current standards.

The Artex C406 provides an integrated ELT to Navigation interface and transmits latitude and longitude position information with an accuracy of 100 meters. The unit operates on 121.5, 243 and 406 MHz frequencies and features a 5-year battery life. Certifications include TSO C126 and ETSO 2C126 and the unit is approved by COSPAS/SARSAT and Transport & Industry Canada.

Please see page 34 for more details.

SIERRA EMERGENCY SUPPLIES and ACCESSORIES

Description	Application	Order Number	Kit Price	Installed Price
EROS MC-10 Classic Oxygen Mask	All Citation models	MC-10-15-109	**$6,066.0**	**$6,746.00**
EROS MXP210 anti-scratch polycarbonate goggles		MXP-210-00	**$781.00**	**n/a**
EROS MXP105 lightweight stowage box (with fasteners)		MXP-105	**$496.00**	**n/a**
Basic C406 ELT system – with blade antenna and wiring harness	Citation 500, 501, 550, 551, S550, 560 (excluding XL)	SI440-100-1	**$5,995.00**	**$8,500.00**
Extended C406 ELT system – GPS Broadcast with NAV Interface to Flight Director		SI440-100-2	**$9,495.00**	**$12,000.00**
2½ lb. Halon Fire Extinguisher (not pictured)	All Citation models	RTA-1200	**$329.00**	**n/a**

Prices subject to change without notice. Product application and pricing may vary based on aircraft specifications and configuration.

Citation Protective Mask Kits

The leading edges of your aircraft are subject to continual erosion while you are in flight. Sand, insects and other particles gradually damage the surface, especially on radar-transparent fiberglass or Kevlar components like those used for the radome. Now, Sierra offers high quality protective masks for your aircraft's radome. These masks have been proven in years of service, and, once applied, are nearly invisible. Extensive testing has shown that they will last for years, never yellow and are easily installed in just minutes.

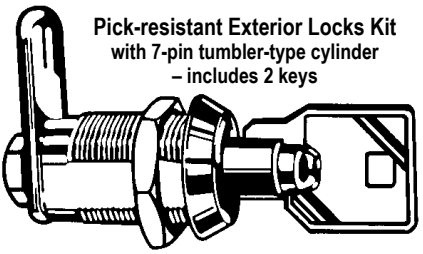
Kits come complete with easy-to-use instruction manual. A comprehensive installation video is also available. Please call your Sierra representative for more details.

Above: Unretouched photo of eroded radome.

Left: Radome mask is virtually invisible

TAT probe cover

Pick-resistant Exterior Locks Kit with 7-pin tumbler-type cylinder – includes 2 keys



Static Wicks

EXTERIOR MODIFICATIONS & ACCESSORIES

Description	Order Number	Kit Price	Installed Price
RADOME PROTECTIVE MASK – Citation straight wing. Installation requires 1 man-hour.	PM51	**$595.00**	**$674.00**
Comprehensive Installation Video	PM51-V	**Free**	**Free**

Description	Application	Install Man-hrs	Price (kit)
EXTERIOR LOCKS KIT — Featuring Tubular Keys with pick-resistant 7 pin tumbler type cylinder. Restricted individual Key Registration. 6 Lock Kit for all exterior openings — Baggage Compartments, Radome, Cabin Door and Tailcone.	Citation 500/501SP, 550, 551SP, S550 Part No. SI 500-1	4 m/h	**$289.00**
TAT PROBE COVERS — Heavy duty nomex canvas covers protect delicate temperature probes from dust, insects and foreign object damage. Includes easy Velcro closure and bright red "Remove Before Flight" ribbon. Sold as a pair.	All Citations	n/a	**$86.00**

Description	Application	Part No.	Price (ea.)
STATIC WICKS — SIERRA offers high performance static dischargers for the Cessna Citation in either the brown factory original style (P/N 15330 - long & 15340 - short) or a new upgrade version* which is stronger, more streamlined and more efficient (P/N 16920 - long & 16930 - short). The Cessna Citation requires 14 long and 4 short static dischargers.	Citation 500/501SP, 550, 551SP, S550, 560	15330	**$92.00**
		15340	**$82.00**
		16920	**$90.00**
		16930	**$125.00**

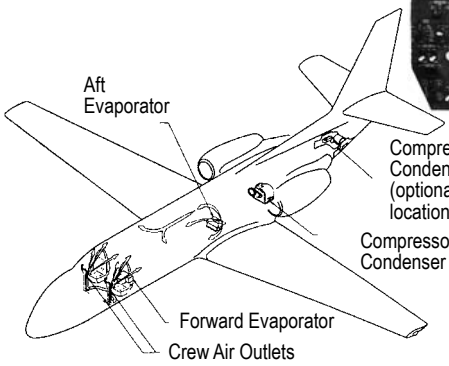
** Note: SB23-15 must be completed in order to fit new upgrade static wicks (P/N 16920 & 16930).*

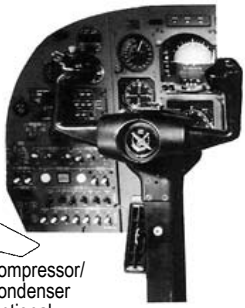
Prices subject to change without notice. Product application and pricing may vary based on aircraft specifications and configuration.

Citation Air Conditioning Solutions

Climatize your Citation now and defeat the heat with a top efficiency air conditioning system custom designed for your Citation. Our systems offer:

- Quality installation by SIERRA's expert technicians for your Citation 500/501SP, 550/551SP, S550 and 560.
- We install the industry's favorite A/C systems designed by Keith Products, Inc.
- Crew air outlets beneath the control yokes available for added comfort and safety.
- Conversion Kits available to upgrade your current Keith system from R-12 to environmentally friendly R-134a refrigerant.
- Rapid turnaround with SIERRA's in-stock supply of kits.





Yoke-Mounted Crew Air Outlet

Take advantage of SIERRA's FAA-approved Repair Station capabilities and schedule needed maintenance while your aircraft is being transformed into an "oasis" of cool comfort.

Citation 550/551SP, S550 & 560

CITATION AIR CONDITIONER SYSTEMS

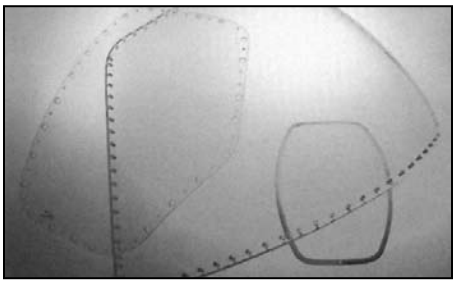
Description	Part #	Installed Price
Systems for Citation 550 / 551, S550, 560		
R134a A/C SYSTEM — Forward or Aft Mounted Compressor	Fwd: 82-02-101-3	**$43,279.00**
	Aft: 82-02-010-2	**$45,180.00**
R134a A/C SYSTEM — Forward or Aft Mounted Compressor with Control Column Air Delivery	Fwd: 82-02-010-1	**$45,209.00**
	Aft: 82-02-010-4	**$43,279.00**
COOLANT CONVERSION — from R-12 to R134a	SB118-1	**$6,975.00**

Note: Prices above do not include coolant cost.

Replacement Windows

As your aircraft ages, your windows inevitably fall victim to erosion, scratches and nicks from exposure to the elements and, sometimes, careless passengers.

Choose Sierra's professionals to install your windows, and we'll have you on your way with a minimum of downtime – without costing you an arm and a leg. Call your SIERRA representative today for more information.



CITATION WINDOW REPLACEMENTS

Description	Sierra's Installed Price
Right Side Windshield	$21,905.00
Left Side Windshield	$21,905.00
Right Side Cockpit -Outer	$5,541.00
Right Side Cockpit -Inner	$3,802.00
Left Side Cockpit -Outer	$5,541.00
Left Side Cockpit -Inner	$3,802.00
Cabin Window	$2,158.00

**Note: Prices do not include cabin interior removal.*

Prices subject to change without notice. Product application and pricing may vary based on aircraft specifications and configuration.

GILL LOW-MAINTENANCE BATTERY

- High Rate Discharge (in excess of 1450 AMPS).
- 70 AMP 30 minute emergency capacity.
- Excellent low-temperature performance — 445 CCA @ 0° F (-18° C) for 60 seconds.
- Robust TTP (through the partition) inter-cell connections increase reliability.
- Reinforced cast aluminum lid and heavy-duty integrated internal connector post.

HAWKER 43 AH LEAD-ACID BATTERY

- True no-maintenance battery.
- Hot & cold performance exceeding any other aviation battery: -40°C to +75°C.
- Epoxy-coated steel case with thermal sensor.
- Superb deep-discharge recovery capability.

Call us for technical information and warranty details.

Citation Main Ship Batteries

CITATION BATTERY CONVERSIONS

Description	Application	Order #	Installed Price
GILL G-6381ES SEALED BATTERY — This robust 24 volt, 43 Amp-Hr battery provides significant maintenance-cost savings and higher capacity than standard batteries. 80 lbs. 1-year warranty.	Citation 500 series	G6381ES	**$3,545.00**
HAWKER 43 Ah MAIN SHIP BATTERY — This 24 volt no-maintenance battery is specifically designed for Citation 500-series aircraft. 91 lbs. 24 mo. storage / 30 mo. installed warranty.	Citation 500 series	9750W0370-11	**call for current price**
BATTERY CONVERSION — Converts existing NiCAD battery to Lead-Acid battery for improved performance, utility and cost-effectiveness.	Citation 500/501SP, 550, 551SP, S550, 560	n/a	**call for current price**

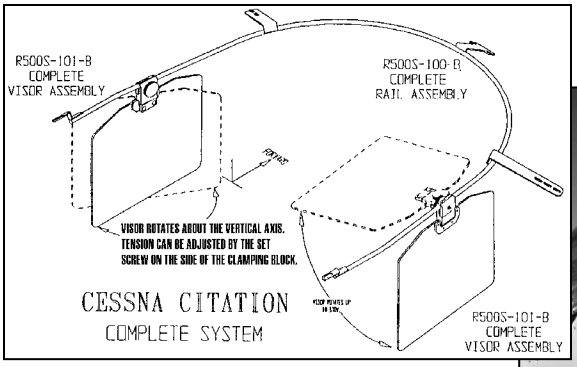
Citation Replacement Tires

Keep your Citation's landing gear in tiptop condition with regular maintenance and quality Goodyear tires. Whether you're overhauling your existing gear or upgrading to newer systems, our experienced, certified technicians will treat your aircraft with the careful attention to detail that you deserve. Call today for more information about maintenance, wheel replacements or to schedule an appointment.

GOODYEAR CITATION 560 REPLACEMENT TIRES

Description	Application	Order Number	Sierra's Price
Citation Replacement Tires.	Citation 560 Nose Wheel Tire - 210 MPH	184F10-2	**$620.00**
	Citation 560 Nose Wheel Tire - 190 MPH	184F08-1	**$620.00**
	Citation 560 Main Gear Tire	229K48-2	**$1,081.00**

Prices subject to change without notice. Product application and pricing may vary based on aircraft specifications and configuration.



Rosen Monorail Sun Visor System

Cockpit Sun Shield Set

Keep Cool with Custom Cockpit Sunshades

- FAA Approved
- Tailors to Ciation Cockpit Windows
- Blocks 99% of UV Rays
- Cools the Cockpit with 92% Heat Rejection
- Prevents Damage to Avionics and Improves Visibility.
- Fully Retractable Design

** Monorail extra. Please call for details.*

Citation Custom Cockpit Sun Shade (left)
(Pilot's side window shade shown above)

SUN VISOR SYSTEM & SUN SHIELD SETS

Description	Application	Order #	Kit Price	Install Man-hrs	Installed Price
ROSEN SUN VISOR — Unique monorail system allows infinite adjustability with greater visibility. Available in light or dark gray.	Citation 550, 551, S550, 550 Bravo, 525, 560	R500S-010-1	**$1,522.50**	9 hrs	**$2,231.25**
	Citation 650	R650-300-1	**$1,627.50**	9 hrs	**$2,336.25**
Citation Custom Cockpit Sunshades — for Citation 500/501/500/S550	Side Windows Kit	n/a	**$1,575.00**		**$2,094.75**
Cockpit Sun Shield Set — windshield and side windows	Citation 500, 501, 550, 551, S550, 560	C-22	**$684.32**	n/a	**No Install Required**

Please Note: Freight charges are not included — see inside back cover for shipping information.

Prices subject to change without notice. Product application and pricing may vary based on aircraft specifications and configuration.

BoomBeam HID Lighting Systems

Increase your light intensity by 300 to 400%! This new HID (High Intensity Discharge) Mercury-Xenon landing light system is the whitest, brightest idea in aircraft lighting in 25 years. The shock-resistant, filament-free design is brighter and whiter than standard or halogen lighting. Extensively proven in rough environments, the system (including bulbs) is warranteed for 5 years and draws significantly less steady-state power.

Applicable to Citation 550/551, S550, 550 Bravo, 560 and 560XL aircraft. Systems are also available for a wide variety of other aircraft. Applicability may vary, depending on service bulletin status. Please call Sierra for more details.

BOOMBEAM High Intensity Citation Lighting Systems

Description	Model No. / Application	Installed Price
HID 2-Lamp Wingtip Light System	LSM-500-076 Citation 560	**$8,495.00**
HID Main Gear Landing Light System	LSM-500-078 Citation 560	**$5,975.00**
HID Combination Wingtip and Main Gear Landing Light System	LSM-500-076 + LSM-500-078 Citation 560	**$14,450.00**

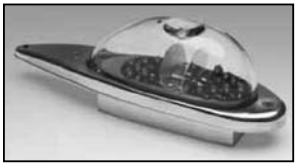
Please inquire for specific serial number applications and service bulletin requirements.

Whelan LED Replacement Lights

LED lighting technology is a significant upgrade from existing incandescent and halogen lights, providing much longer life (20,000 hours!), reduced power consumption and much greater shock and vibration tolerance. These lights feature tough, hard-coated clear polycarbonate lenses and state-of-the-art surface mount technology. Whelan light replacements are compatible with existing lighting profiles and mounting, and are fully compliant with all FAR color requirements.

Applicable to all Citation 500/501SP, 550/551 and S550 aircraft. Please call for details.

Top:
71011 LED Tail Light



Bottom:
90088 Rudder Mount Light

not pictured:
70975 Wingtip Position Light

CITATION LED Replacement Lights

Description	Model No. / Application	Installed Price
Tail Position Lights	7101102 LED / Tail Light - Vertical Mount	**$921.00 ea.**
	7101103 LED / Tail Light - Horizontal Mount	**$921.00 ea.**
Rudder Anti-Collision Light	9008813 LED / Red anti-Collision Light	**$2,367.00 ea.**
Wingtip Position Lights	7097501 LED / Red Position Light	**$756.00 ea.**
	7097502 LED / Green Position Light	**$756.00 ea.**

Prices subject to change without notice. Product application and pricing may vary based on aircraft specifications and configuration.

CometFlash Strobe Lighting

CometFlash is a unique flash pattern that provides more than 4 times the overall "on-time" of conventional strobes and minimizes the "dark time" for better aircraft tracking. Your Citation in flight appears as an extended streak of light rather than a series of disjointed flashes.

The CometFlash system provides four high-energy light pulses in each burst of light at a rate of 45 light bursts per minute! It is crafted from the finest components and is fully FAA / PMA approved.

If you want higher visibility and more safety, the CometFlash system will deliver almost twice the visible warning protection of any other strobe design available – without increasing power input requirements!

AIRCRAFT STROBE LIGHTING SYSTEMS

Description	Application	Installed Price
COMETFLASH STROBE LIGHT SYSTEM – Complete system (right and left sides), with power supply. Please call Sierra for more information about scheduling installation.	Citation 550/551	**$4,167.00**
	Citation S550	**$4,167.00**
	Citation 525	**Call for Pricing**
	Citation 560	**$4,167.00**
PULSELITE CONVERSION — Convert your existing landing and recognition lights to alternately flash for enhanced perception by other traffic in high-density or poor visibility conditions. (Part No. 4130)	Citation 500/501, 550, S550, 560	**$7,376.00**

Sierra's "Fly-Thru" Maintenance.

Get a "loaner" aircraft for maintenance events.

Have you ever wondered why you can get a loaner vehicle while your car is in the shop for maintenance, but you can't keep flying while your aircraft is grounded?

Now, with Sierra's help, you can.

While your aircraft is serviced, Sierra's "Fly-Thru" maintenance program provides you with a comparable aircraft — perhaps even one of our re-engined FJ44 models — to keep you on the move while we service your own aircraft. This program is available with any Phase inspection or other significant maintenance event performed at our facility in Uvalde, Texas.

Let Sierra help you stay on the move during your next inspection. Of course, after flying a Sierra Stallion or Super II for a little while, you may not want to give it back. We'd be happy to discuss that, too. Call 1-888-835-9377 today for more details.

Prices subject to change without notice. Product application and pricing may vary based on aircraft specifications and configuration.

Citation 560* Phase Inspection Services

Inspection	Description	Time Interval	Cessna's est. price[1]	Sierra's price
Phase 1	Nose, Cockpit, Interior	300 hrs / 24 mo.	2,612.00	**$2,034.00**
Phase 2	Landing Gear, Empennage, Power-plants (both)	300 hrs / 24 mo.	5,304.00	**$4,131.00**
Phase 3	Tailcone, Door Seal	300 hrs / 24 mo.	1,296.00	**$1,009.00**
Phase 4	Powerplants	300 hrs / 24 mo.	3,370.00	**$2,624.00**
Phase 5	Complete Inspection	1200 hrs /36 mo.	30,493.00	**$23,749.00**
Phase 1 thru 5	Complete Inspection - Citation V only		41,454.00	**$29,294.00**
Phase 1 thru 5	Complete Inspection - Ultra & Encore		41,454.00	**$30,922.00**
Phase 6	Airframe Exterior	14 days	910.00	**$748.00**
Phase 7	Engine Oil Chip Detectors	50 hrs	182.00	**$150.00**
Phase 8	Fire Extinguisher	6 mo.	273.00	**$75.00**
Phase 9	Engine Oil & Filter	800 hrs / 12 mo.	254.80	**$224.00**
Phase 11	Standby Gyro Battery Pack	3 to 6 mo.	327.60	**$249.00**
Phase 13	Cabin Door Locking Pins		509.60	**$400.00**
Phase 14	Wing Structure	10K, then 3K hrs	5,460.00	**$4,115.00**
Phase 15	Crack Inspection — Tail	10K hrs, 15K hrs, then ea 3K	1,456.00	**$973.00**
Phase 16	Cabin Door & Engine Mount	10K hrs, 15K hrs	1,456.00	**$1,122.00**
Phase 17	Cabin Structure	10,000 hrs	5,460.00	**$3,890.00**
Phase 18	Stndby batt gyro & safety equip.	Every Year	1,638.00	**$1,421.00**
Phase 20	RVSM, 2 Yr. - FAR 91.411	Every 2 years	728.00	**$1,047.00**
Phase 20	non-RVSM, 2 Yr. - FAR 91.411	Every 2 years	728.00	**$973.00**
Phase 21	CVR, FDR Operational Tests	Every 2 years	728.00	**$983.00**
Phase 22	Oxygen Hydro (NDT extra)	Every 3 years	1,456.00	**$1,083.00**
Phase 23	Emergency Bottles Hydro	Every 5 years	637.00	**$449.00**
Phase 25 Encore	Hot Section Inspections	P&W manual	8,099.00	**$6,284.00**
Phase 25 V, Ultra	Hot Section Inspections	P&W manual	8,099.00	**$5,910.00**
Phase 28	Battery	100 hrs	n/a	**$1,421.00**

Flat rate prices include inspection labor. State and local taxes, discrepancy labor, parts, materials and freight are billed extra.
**NDT is not included except where noted.*
[1]Prices estimated from most recent published information and current CPI adjustment.

Do you need to keep flying while you have inspections performed?

Sierra's "Fly-Thru Maintenance" program can provide a loaner aircraft to keep you on schedule while we inspect your Citation. We offer a variety of comparable aircraft for your use. Whether you need a Citation or a King Air, be sure to ask us for more information and options.

Prices subject to change without notice. Product application and pricing may vary based on aircraft specifications and configuration.

Citation 560* Phase Inspection Services

Inspection	Description	Time Interval	Cessna's est. price[1]	Sierra's price
Phase 30	Refrigeration Unit Oil	600 hrs	160.00	**$150.00**
Phase 32	Aileron Drive	15K landings, then ea 7500	1,456.00	**$1,122.00**
Phase 33	Aileron Yoke	15K, + ea 7500	1,456.00	**$1,122.00**
Phase 34	Fwd & Aft Bulkhd + Skin	6500 hrs	8,463.00	**$6,434.00**
Phase 35	Fuselage Skin (NDT extra)	3600 hrs	2,184.00	**$1,646.00**
Phase 39	Optional Cargo Door/Frame	4500 hrs, + ea. Phs 5	536.90	**$414.00**
Phase 47	Cockpit & Cabin Halon FE	Every 12 years	136.50 (NDT extra)	**$150.00 NDT included**
Phase 48	Cockpit & Cabin Halon FE	Every 72 mo.	136.50	**$75.00**
Phase 49	Skin Joint & Doubler Inspection	6 Years or 2400 hrs, then ea. Ph. 5	1,628.90	**$2,095.00**
Phase 50	10K hr/15yr Spar Carrythru	10K hrs, + ea. Phs 5	1,628.90	**$2,095.00**
Phase 51	Oxygen Cylinder Hydro Test (NDT extra)	5 years	609.70	**$449.00**
Phase 52	Engine Oil Change (each)	900 hrs/24 mos.	291.20	**$224.00**
Phase 53	Copilot Side Window Inspect.	50 landings	182.00	**$188.00**
Phase 54	Engine Minor Inspection	600 hrs/12 mos.	1,683.50	**$1,272.00**
Phase 55	Battery Inspection		182.00	**$150.00**
Phase 56	ELT Inspection	Every year	n/a	**$150.00**
Phase B Encore	General Airframe & Engine	150 hours	598.00	**$524.00**
Phase B V, Ultra	General Airframe & Engine	150 hours	785.00	**$748.00**
Phase MA, Encore	Stndby Op Test Wing Valve	150 hours	227.50	**$374.00**
Phase MA V,Ultra	Stndby Control Op Test	150 hours	227.50	**$75.00**
Phase MC	Window Inspection	1456 hours	91.00	**$75.00**
Phase MD	Press Bulkhd, Aft, Doors	2523 hours	1,729.00	**$1,347.00**
Phase ME	Cabin L. Skin, Eddy Current	4450 hours	3,003.00	**$2,319.00**
Phase MF	Aft Pressure Bulkhead	5000 hours	3,003.00	**$2,319.00**
Phase MG	Nose Lndg Gear Fork	10,000 hrs / then ea. 1000	182.00	**$150.00**
Phase MH	NLG Fork - 2	6000 hrs / then ea. 1000	182.00	**$150.00**
Phase MI	Windows	Every 5130 hrs	5,978.00	**Time + Materials**
Phase MJ	Cabin Skin Splice	Every 5900 hrs.	T + M	**T & M**
Phase MK	Pressue Bulkhead	Every 6725 hrs.	4,168.00	**T & M**
Engine 300 hr Performance Checks (both)		300 hrs.	1,587.00	**$1,421.00**
Engine 450 hr Performance Checks (both)		450 hrs.	944.00	**$1,272.00**
PW 535A Engine Boroscope (both engines)			1,108.00	**$1,047.00**
Engine Change			6,908.00	**$6,060.00**
Certificate of Airworthiness			2,301.00	**$2,095.00**
RVSM Annual Inspection		Every Year	n/a	**$1,197.00**
Prepurchase Evaluation			11,577.00	**$4,264.00**
Aircraft Re-weigh			1,074.00	**$973.00**

Flat rate prices include inspection labor. State and local taxes, discrepancy labor, parts, materials and freight are billed extra.
**NDT is not included except where noted.*

[1]*Prices estimated from most recent published information and current CPI adjustment.*

Prices subject to change without notice. Product application and pricing may vary based on aircraft specifications and configuration.

Citation 560 XL Phase Inspection Services

Inspection	Description	Time Interval	Cessna's est. price[1]	Sierra's price
Phase B	General Airframe & Engine	150 hrs.	1,487.00	**$1,115.00**
Phase 1	Nose, Cockpit, Fuselage	300 hrs / 24 mo.	2,593.00	**$1,945.00**
Phase 2	Landing Gear, Empennage	300 hrs / 24 mo.	3,992.00	**$2,994.00**
Phase 3	Tailcone	300 hrs / 24 mo.	490.00	**$368.00**
Phase 4	Powerplants	300 hrs / 24 mo.	1,379.00	**$1,035.00**
Phase 5	Complete Inspection	1200 hrs / 36 mo.	44,212.00	**$33,159.00**
Phase 6	Corrosion Inspection	14 days	n/a	**$1,250.00**
Phase 7	Thrust Reverser Lubrication	300 hrs.	n/a	**$250.00**
Phase 8	Fire Extinguisher	every 6 months	n/a	**$79.00**
Phase 9	Oil Change	900 hrs / 24 mos	n/a	**$236.00**
Phase 18	Yearly Inspection	Every Year	n/a	**$1,496.00**
Phase 20	RVSM, FAR 91.411, Transponder	Every 2 years	n/a	**$1,102.00**
Phase 21	FDR, CVR	Every 2 years	n/a	**$1,034.00**
Phase 22	3 Year Emergency Bottles	Every 3 years	n/a	**$475.00**
Phase 23	Engine Fire Bottle	Every 5 years	n/a	**$475.00**
Phase 23	APU Fire Bottle	Every 5 years	n/a	**$475.00**
Phase 28	Battery Recondition	Every 100 hrs	n/a	**$1,496.00**
Phase 30	Water Separator Resporation	Every 600 hrs	n/a	**$158.00**
Phase 47	Cockpit/Cabin Fire Extinguisher Hydro	every 144 months	n/a	**$158.00**
Phase 48	Cockpit/Cabin Fire Extinguisher Hydro	every 72 months	n/a	**$158.00**
Phase 49	Skin Joint Inspection	2400 hrs / 72 mos	n/a	**$2,205.00**
Phase 51	Aileron, Rudder and Elevator Autopilot Servo Cable Inspection	2400 hrs	n/a	**Time + Materials**
Phase 52	Lead-Acid Battery Condition Inspection	600 hrs / 12 mos	n/a	**$257.00**
Phase 53	APU Inspection	900 hrs / 12 mos	n/a	**$2,748.00**
Phase 54	DOT-3AA Oxygen Bottle Inspection	120 months	n/a	**$473.00**
Phase 58	500 hr. APU Inspection	500 APU hours	164.00	**$123.00**
Phase 59	Engine Inspection E1-L	600 hrs / 12 mos	3,005.00	**$2,254.00**
Phase 59	Engine Inspection E1-R	600 hrs / 12 mos	3,005.00	**$2,254.00**

Flat rate prices include inspection labor. State and local taxes, discrepancy labor, parts, materials and freight are billed extra. NDT is not included except where noted. [1]Prices estimated from most recent published information and current CPI adjustment.

SIERRACOM
COMPUTERIZED MAINTENANCE TRACKING

The most user-friendly, cost-effective way to track your Citation maintenance. See page 156 - 159 for more information.

Prices subject to change without notice. Product application and pricing may vary based on aircraft specifications and configuration.

Citation 560 XL Phase Inspection Services

Inspection	Description	Time Interval	Cessna's est. price[1]	Sierra's price
Phase 60	Aileron Fuselage & I/B Wing Control Cable Inspection	2400 hrs	n/a	**Call for price**
Phase 61	Task 27-10-00-212	600 hrs	n/a	**Time & Materials**
Phase 63	ELT Yearly Inspection	12 mos	n/a	**$152.00**
Phase 64	Enviro Inspection & Service	800 hrs	T&M	**T&M**
Phase 65	Enviro Inspection	1500 hrs	T&M	**T&M**
Phase 66	Ozone Inspection	3000 hrs	T&M	**T&M**
Phase 67	Windshield Inspection	400 hrs / 12 mos	n/a	**T&M**
Phase 68	Standby Nav/Com Operation Check	500 hrs	n/a	**T&M**
Phase MB	Aft Engine Beam Inspection	3000 hrs / 1500 hrs	T&M	**T&M**
Phase MD	Forward Pressure Bulkhead Inspection	6000 hrs / 10 years, then every 2400 hrs / 10 years	T&M	**T&M**
Phase ME	Cabin Emergency Door / Aft Pressure Bulkhead Inspection	7500 hrs, then ea. 1400 hrs	T&M	**T&M**
Phase MF	Lower Wing Spar Splice Inspection	15,000 hrs	T&M	**T&M**
Phase MF	Lower Wing Spar Splice Inspection	7500 hrs, then ea. 1400 hrs	T&M	**T&M**
Phase MG	Vertical Stabilizer Rear Spar Cap Inspection	6500 hrs, then ea. 3000 hrs	T&M	**T&M**
Phase MH	Vertical Stabilizer Rear Spar Angle Inspection	11,000 hrs, then ea. 6000 hrs	T&M	**T&M**
Phase MI	Vertical Stabilizer Rear Spar Strap Inspection	5000 hrs, then ea. 2500 hrs	T&M	**T&M**
Phase MJ	Upper Skin Inspection	13,000 hrs	T&M	**T&M**
Phase MK	Vertical Stabilizer Forward Spar Strap Inspection	11,500 hrs, then ea. 9000 hrs	T&M	**T&M**
Phase ML	Lower Wing Spar Skin Splice Flange Inspection	11,500 hrs, then ea. 3300 hrs	T&M	**T&M**
Phase MM	Lower Wing Spar at WS 114.57 Inspection	11,000 hrs, then ea. 4200 hrs	T&M	**T&M**
Phase MN	Lower Wing Spar at WS 131.07 Inspection	9000 hrs, then ea. 3400 hrs	T&M	**T&M**
Phase MO	Lower Wing Spar at WS 149.57 Inspection	12,500 hrs, then ea. 6100 hrs	T&M	**T&M**
Engine Change			n/a	**Call for Price**
Certificate of Airworthiness			n/a	**Call for Price**
Prepurchase Evaluation			n/a	**Call for Price**
Aircraft Re-weigh			n/a	**Call for Price**

Flat rate prices include inspection labor. State and local taxes, discrepancy labor, parts, materials and freight are billed extra. NDT is not included except where noted. [1]Prices estimated from most recent published information and current CPI adjustment.

Do you need to keep flying while you have inspections performed?

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Prices subject to change without notice. Product application and pricing may vary based on aircraft specifications and configuration.

Citation 650 Inspection Services

Inspection Document	Description	Time Interval	Cessna's est. price[1]	Sierra's price
Doc 1	Windshield seal / door inspection	400 hrs / 12 mo.	n/a	**$450.00**
Doc 2	ECU inspection	400 hrs	n/a	**$1,188.00**
Doc 3	Yearly inspection	12 months	3670.00	**$2,138.00**
Doc 4	APU, starter inspection & lube	400 hrs / 12 mo.	n/a	**$2,610.00**
Doc 5	T/R inspection, bleed air lube	800 hrs / 24 mo.	n/a	**$1,188.00**
Doc 6	EDC Flap mechanical	800 hrs	n/a	**$926.00**
Doc 7	Emergency lighting battery	24 months	n/a	**$926.00**
Doc 8	Detailed inspection	1200 hrs / 36 mo.	39,065.00	**$33,205.00**
Doc 9	Landing gear well	36 months	n/a	**$1,188.00**
Doc 10	Fire bottles	60 months	627.00	**$77.00**
Doc 11	Cockpit, empennage, wings	72 months	31,727.00	**$26,967.00**
Doc 12	Nitrogen storage bottles	120 months	1,696.00	**$1,188.00**
Doc 13	Fire extinguisher (hydrostatic test)	144 months	120.00	**$75.00**
Doc 15	Emergency nitrogen bottle	240 months	n/a	**$1,188.00**
Doc 17	Fuselage skin joints	2400 hrs / 72 mo., then ea. 1200 hrs / 36 mo.	n/a	**$850.00**
Doc 18	Cabin door frame	4000 hrs, then ea. 2000 hrs.	n/a	**$356.00**
Doc 19	Stringers, frames & bulkhead	6000 hrs / 10 years, then ea 2400 hrs / 6 years	15,216.00	**$12,934.00**
Doc 20	T/R pivot points	200 hrs	n/a	**$926.00**
Doc 21	Honeywell STBY control head	500 hrs	n/a	**$75.00**
Doc 22	T/R lubrication	600 hrs	n/a	**$404.00**
Doc 23	Lead-acid battery	600 hrs / 12 mo., then ea. 200 hrs / 3 mo.	n/a	**$214.00**
Doc 24	A/C alternator overhaul	2000 hours	779.00	**$523.00**
Doc 25	Cabin window ultrasonic test	3600 hrs / 1 time	n/a	**$855.00**
Doc 27	Exterior corrosion inspection	14 days	n/a	**$1,188.00**
Doc 28	L3 Com STBY battery	6 months	n/a	**$65.00**
Doc 30	CVR ping test	24 months	216.00	**$195.00**

Flat rate prices include inspection labor. State and local taxes, discrepancy labor, parts, materials and freight are billed extra. NDT is not included except where noted. [1]Prices estimated from most recent published information and current CPI adjustment.

SIERRACOM
COMPUTERIZED MAINTENANCE TRACKING
The most user-friendly, cost-effective way to track your Citation maintenance. See page 156 - 159 for more information.

Prices subject to change without notice. Product application and pricing may vary based on aircraft specifications and configuration.

Citation 650 Inspection Services

Inspection Document	Description	Time Interval	Cessna's est. price[1]	Sierra's price
Doc 31	APU starter/generator inspection	500 APU hours	725.00	**$618.00**
Doc 32	Starter/generator overhaul	1000 APU hours	714.00	**$618.00**
Doc 33	Lucas starter/generator overhaul	1200 APU hours	714.00	**$618.00**
Doc 34	O2 hydrostatic test	3 years	n/a	**$1,188.00**
Doc 35	Landing gear pneumatic bottle test	5 years, then ea. 3 years	n/a	**$831.00**
Doc 36	Emer. brake pneumatic test	5 years	n/a	**$831.00**
Doc 37	Portable O2 bottle hydrostatic test	10 years, then ea. 5 years	n/a	**$170.00**
Doc 38	Flight data recorder	5000 hours	n/a	**$261.00**
Doc 40	Landing gear wheel inspection (NDI)	mfg. intervals	n/a	**T & M**
Doc 41	Cowl and fire loop	every MPI	n/a	**$1,496.00**
Doc 42	ELT inspection	12 months	n/a	**$144.00**
Doc 43	Air data system	24 months	n/a	**$998.00**
Doc 44	Main landing gear attach fittings	2000 landings, then ea. 750 landings until 5000	n/a	**$641.00**
Doc 45	Cabin door pins	6000 landings, then ea. 2000 landings	2,548.00	**$2,351.00**
Doc 46	NiCad main battery check	100 hours	n/a	**$375.00**
Doc MA	Cabin exterior skin	100 hours	n/a	**$158.00**
Doc MD	Crossover quad position switch	600 hours	n/a	**$214.00**
Doc ME	Engine fire extinguisher system	900 hours	n/a	**$285.00**
Doc MG	DC flap function check	1200 hours	n/a	**$214.00**
Doc MH	Cabin interior skin	6000 hours / 10 years, then ea. 2400 hrs / 4 years	n/a	**$4,893.00**
Doc MI	Pressure bulkhead	6000 hours / 10 years, then ea. 2400 hrs / 6 years	18,529.00	**$15,750.00**
Doc MJ	Lower spar caps	10,000 hrs, then ea. 2500 hrs	n/a	**T & M**
Doc MK	Lower spar caps	4000 hrs, then ea. 3000 hrs	n/a	**T & M**
Doc ML	Lower spar caps	12,000 hrs, then ea. 3000 hrs	n/a	**T & M**
Engine Change			7,366.00	**$6,128.00**
Certificate of Airworthiness			2,301.00	**$1,995.00**
Prepurchase Evaluation			12,223.00	**$6,484.00**
Aircraft Re-weigh			1,074.00	**$926.00**

Flat rate prices include inspection labor. State and local taxes, discrepancy labor, parts, materials and freight are billed extra. NDT is not included except where noted. [1]Prices estimated from most recent published information and current CPI adjustment.

Do you need to keep flying while you have inspections performed?

Sierra's **"Fly-Thru Maintenance"** program can provide a loaner aircraft to keep you on schedule while we inspect your Citation. We offer a variety of comparable aircraft for your use. Whether you need a Citation or a King Air, be sure to ask us for more information and options.

Prices subject to change without notice. Product application and pricing may vary based on aircraft specifications and configuration.

Citation 525 Classic CJ Inspection Services

Inspection Document	Description	Time Interval	Cessna's est. price[1]	Sierra's price
Doc 1	Engine Fire / Thrust Attenuators / Electrical Circuitry	300 hrs / 24 mo.	500.00	**$411.00**
Doc 2	Emer. Equip, O2 masks, Emer. power supply, Landing gear lube	12 months	1,100.00	**$904.00**
Doc 3	CVR, Directional Gyro	24 months	300.00	**$246.00**
Doc 4	O2 & N2 Hydrostatic Test	36 months	800.00	**$657.00**
Doc 5	Engine fire, O2 Bottle & Regulator Hydrostatic Test	60 months	500.00	**$411.00**
Doc 6	Portable Fire Extinguisher Inspection	72 months	n/a	**$150.00**
Doc 7	Portable Fire Extinguisher Hydrostatic Test	144 months	n/a	**$150.00**
Doc 8	Airframe & Engine Inspection	300 hrs / 24 mo.	3,800.00	**$3,123.00**
Doc 9	Battery Capacity Check	600 hrs / 12 mo.	$388.00	**$318.00**
Doc 10	Complete Inspection	1200 hrs / 36 mo.	28,766.00	**$23,649.00**
Doc 11	Flight Compartment Window Prism Inspection / Fuselage Skin Joint NDT	2400 hrs / 72 mo. then 1200 hrs / 36 mo.	676.00	**$556.00**
Doc 12	ELT Inspection	12 months	468.00	**$384.00**
Doc 13	Pitot Static & Transponder System check	24 months	1,400.00	**$1,150.00**
Doc 14	Landing Gear Wheels Inspection	n/a	2,100.00	**$1,726.00**
Doc 15	Corrosion Inspection	14 days	n/a	**$424.00**
Doc 16	Portable Fire Extinguisher / Standby Gyro Battery Check	6 months	80.00	**$75.00**
Doc 17	NiCAD Battery check	100 hours	726.00	**$597.00**
Doc 18	Pylon Firewall, Ignitor System Inspection	150 hours	400.00	**$328.00**
Doc 21	Windshield bleed check	600 hrs / 24 mo.	n/a	**$599.00**
Doc 22	Precooler check	1200 hrs. / then ea. 300	n/a	**$599.00**
Doc 23	Fuselage Skin	6000 hours	450.00	**$369.00**
Doc 24	Skin Splice	6000 hours	500.00	**$411.00**
Doc 25	Pressure Bulkhead (s/n 1-0332)	7200 hrs / then ea. 2400	n/a	**T & M**
Doc 26	Retaining Ring (s/n 1-0332)	9600 hrs / then ea.1200	n/a	**T & M**
Doc 27	Window / Door Frame (s/n 0333 and on)	12,000 hrs / then ea. 3000	n/a	**T & M**
Doc 28	Pressure Bulkhead (s/n 0333 and on)	12,000 hrs / then ea 2400	n/a	**T & M**
Doc 29	Window Frame, Cabin Door Locking Pins	7200 hrs / then ea. 5000	n/a	**T & M**

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Do you need to keep flying while you have inspections performed?

Sierra's **"Fly-Thru Maintenance"** program can provide a loaner aircraft to keep you on schedule while we inspect your Citation. We offer a variety of comparable aircraft for your use. Whether you need a Citation or a King Air, be sure to ask us for more information and options.

Prices subject to change without notice. Product application and pricing may vary based on aircraft specifications and configuration.

Citation 525 Classic CJ Inspection Services

Inspection Document	Description	Time Interval	Cessna's est. price[1]	Sierra's price
Doc 30	Cabin Door Inspection	6000 hrs / then ea. 3000	n/a	**T & M**
Doc 31	Fwd. Vertical Inspection	7900 hrs / then ea. 5000	n/a	**T & M**
Doc 32	Aft Vertical Inspection	15,200 hrs / then ea. 3000	n/a	**T & M**
Doc 33	Door Seal Inspection	300 hrs / 12 mo.	n/a	**$411.00**
Doc 34	800 hour Compression Check	800 hours	n/a	**$411.00**
Doc 35	1500 hour Compression Check	1500 hours	n/a	**$549.00**
Doc MA	Cockpit side window inspection	300 hours	170.00	**$140.00**
Doc MC	Cabin skin NDT inspection	1200 hours		**T & M**
Doc MD	Nose Landing Gear Fork inspection	5000 landings / then ea. 1000	2,650.00	**$2,179.00**
Doc ME	Nose Fork check	3000 landings / then ea. 1000	n/a	**$2,179.00**
FJ44 check 1		150 hours	1,218.00	**$1,000.00**
FJ44 check 1 & 2		300 hours	1,476.00	**$1,213.00**
Engine Change			5,047.00	**$4,638.00**
Certificate of Airworthiness			2,213.00	**$2,095.00**
Prepurchase Evaluation			11,132.00	**Call for Price**
Aircraft Re-weigh			1,033.00	**$973.00**

Flat rate prices include inspection labor. State and local taxes, discrepancy labor, parts, materials and freight are billed extra. NDT is not included except where noted. [1]Prices estimated from most recent published information and current CPI adjustment.

SIERRACOM
COMPUTERIZED MAINTENANCE TRACKING
The most user-friendly, cost-effective way to track your Citation maintenance. See page 156 - 159 for more information.

Prices subject to change without notice. Product application and pricing may vary based on aircraft specifications and configuration.

Citation Upgrade Options

Our Williams engine upgrades naturally command attention, but over the last 25 years Sierra has developed a wide variety of exclusive modifications to enhance the utility of your Citation. Whether you're replacing powerplants or doing routine maintenance, take advantage of our other modifications to make your aircraft more capable, comfortable and convenient. When it comes to customizing your aircraft, the only limit is your imagination.

- Our Quick-release Radome replaces dozens of individual screws with two simple latches, enhancing aerodynamics and eliminating the chance of paint scratches and damage when removing the radome.

- The Pneu-Lift Baggage Door modification adds sturdy gas-strut lifters to the front baggage compartment doors, making loading much easier, especially in windy conditions.

- A must-have for air ambulance operators, Sierra's Extended-Width Cabin Door provides ample 36" wide access for stretchers, cargo, and other bulky equipment.

- Update your panel to the latest cockpit technology with a custom avionics suite. We've put our years of Citation experience to work and created several carefully matched avionics packages to cost-effectively update your cockpit. Ask for a customized quote for your aircraft.

- Take advantage of the re-engining downtime to freshen your aircraft's appearance and comfort. Our neighbor companies at Garner Field offer paint and interior upgrades to match your aircraft's aesthetics with its new performance. From simple re-upholstery to complete air ambulance interior options, get it all from one convenient location.

SIERRACOM

- Sierra also offers the most responsive Citation maintenance service in the business for about half the cost of comparable services. Call or visit our website for more information and pricing.

Prices subject to change without notice. Product application and pricing may vary based on aircraft specifications and configuration.

The Stallion / Eagle II interior pictured here comfortably seats 4-6 passengers. Virtually limitless interior selections are available for Sierra aircraft, from supple leathers and burled wood cabinetry to classic and contemporary fabrics and luxurious deep pile carpeting. Finish off your custom interior with a wide selection of cabin entertainment and communication options. Ask us about adding interior and exterior upgrades while your aircraft is being re-engined.

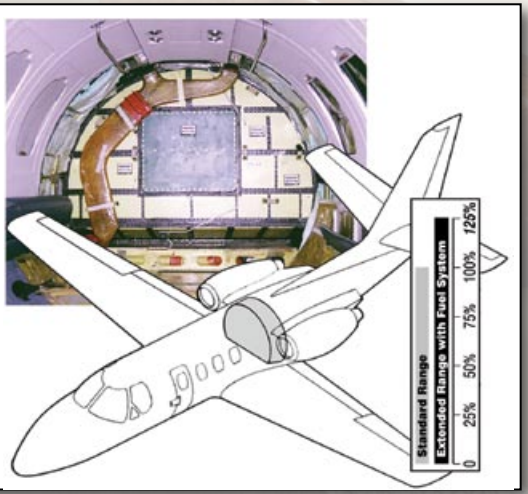
- Utilizing modern LCD technology, Digital Engine Gauges are a superb alternative to traditional analog gauges, enabling quick visual display of a variety of real-time information.

- Developed for the Citation 500/501SP, our comfortable 3-place aft divan provides additional seating capacity and reduced weight.

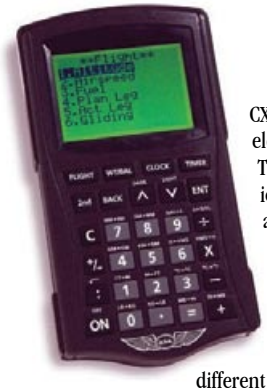
- Our 4-Point Crew Restraint system provides maximum safety for the flight crew, with a inertia-reel and convenient rotary buckle.

Sierra's XR Extended Range Fuel Cell Option

This fully integrated fuel system adds 120 gallons of fuel capacity, significantly extending the range of your Citation and providing approximately 1 hour of additional flying time. Featuring a double-walled aluminum fuel cell for safety, the system's location in front of the aft cabin bulkhead minimizes changes to the aircraft's center of gravity. Occupying only 18" of cabin length, this fuel cell allows minimal changes to cabin seating, making it possible to retain an aft toilet if desired. System installation includes adding a new pressure bulkhead and re-upholstering to match the original aircraft interior decor.



Prices subject to change without notice. Product application and pricing may vary based on aircraft specifications and configuration.



CX-2 Pathfinder Portable Flight Computer

Users consistently rate the CX-2 higher than competitive electronic E6B-style units. This sophisticated electronic flight computer takes full advantage of advances in display and microcomputer technologies for better performance and price. A menu of 34 functions gives users access to 40 different aviation calculations, including weight and balance, with these features:

- **Numerous Aviation Functions**

Calculate true airspeed, ground speed, mach number, altitudes, fuel, headings and courses, time/speed/distance, winds, headwind/crosswind components, gliding information, and weight and balance. Change variables and recompute without re-entering data.

- **Unit Conversions and Timers**

The CX-2 has 16 unit conversions, including reciprocal conversions for nautical and statute miles or kilometers, feet / meters, pounds / kilograms, gallons / liters, time in H:M:S and decimal formats, Fahrenheit / Celsius temperatures, and more. Also included are two timers: a stopwatch that counts up, and a count down timer. The internal clock displays both local and UTC time and will keep time with the calculator turned off.

- **Interactive Functions**

Functions can be used together in "chain" calculations, where the answer to a preceding problem is automatically entered into subsequent problems. Standard mathematical calculations and conversions can be performed within each aviation function.

- **Ergonomic Design**

The large, easy-to-read LCD screen displays prompts for fast and easy operation. Menu organization reflects normal flight planning and execution, resulting in a natural flow from one function to the next with minimum keystrokes. The CX-2 uses four AAA batteries (included). 5-year warranty.

- **May be used for FAA and Canadian Exams**

The CX-2 complies with Advisory Circular (AC) 60-11. For all pilot, mechanic, dispatcher, and FAA exams.

Avionics/Handheld Screen Protection

Aviation instruments and handheld GPS systems are a necessity. However, sun glare can interfere with reading the display just when you need it most, and display screens are subject to scratching, skin oils and other dirt and grime. You need an extra layer of protection.

The tough DayVue™ antireflective film has been tested on devices with LCD displays that do not use surface capacitive touch screens. This durable film is easy to install and even allows the user to wear polarized sunglasses or view the device from an angle and still read the display. It does not reduce screen brightness even when in the shade.

A few common sizes are shown below, but film can be custom-cut to fit virtually any application. Please call us for a customized quote.

SIERRA ACCESSORIES

Description		Sierra's Price
CX-2 Pathfinder Portable Flight Computer: ASA-CX-2		**$79.95 ea**
DayVue Screen Protection Film for: (many other applications available – please call for pricing)	Sierra/Garmin G501SP Advanced Flight Deck - pg. 48 (set of three)	**$79.95 set**
	Garmin GPSMAP 296 – 496 (set of two)	**$21.75 set**
	Garmin GNS 430 (set of two)	**$21.75 set**
	Garmin GNS 530W (set of two)	**$27.20 set**
	Garmin GMX 200 (set of two)	**$21.75 set**
	Bendix/King AV8OR ACE (set of two)	**$28.75 set**

Prices subject to change without notice. Product application and pricing may vary based on aircraft specifications and configuration.

Handheld GPS, EFB, Weather and More

Advanced microelectronics and display technology has truly brought the glass cockpit out of the plane and into your pocket. Take one of these capable all-in-one devices with you in the air, on the road, or even to the beach!

Garmin 560 AERA

Garmin's most feature-rich aera navigator combines automotive and piloting capabilities with high-resolution 9 arc-second terrain/obstacle graphics. GPS updates at a super- fast 5 Hz rate, and you also get full support for XM WX™ satellite weather (plus over 170 channels of digital audio with XM subscription). Covering the U.S. and Canada, the XM service lets you reference detailed NEXRAD imaging and METARs data, as well as current reports on precipitation, lightning, winds aloft, airport terminal forecasts, and more. Weather graphics can be overlaid on the moving-map display. The GXM 40 smart antenna is included with your aera 560. And a single integrated cabling solution for power, music and datalink weather options provides easy, clutter-free aera connectivity in your cockpit.

Garmin GPSMAP 696

Meet the ultimate portable MFD. The GPSMAP 696's bright 7-inch diagonal high-definition sunlight-readable display makes detailed mapping easy to see day or night — you can even view an entire approach plate on the large-format display. For easy operation, the bezel around the screen includes soft keys and a joystick control. And with a fast 5 Hz GPS update rate, the 696 renders graphics and presents flight data smoothly and continuously.

With the addition of Garmin FliteCharts® and IFR map mode, the GPSMAP 696 provides key functions of a Class 1/Class 2 electronic flight bag (EFB), reducing the use of paper charts in the cockpit. XM Satellite Weather (and digital audio), terrain pages and more make this an indispensable accessory.

Bendix/King AV8OR ACE

A true paperless, full electronic flight bag. Its smaller, lightweight design includes airborne navigation, all FAA charts, airport diagrams, weather, traffic, automotive and multimedia capabilities. With its geo-reference charts and larger, easy-to-use touchscreen, you can clearly see your position as you stay on course. Features include:

- Bright, sunlight readable 7" touchscreen display
- Touch-and-See map information
- Touch-and-Drag map panning
- FAA IFR Enroute Charts, Approach Plates and Airport Diagrams with Own-ship position
- FAA SID/STAR Charts
- Bluetooth® cell phone/GPS interface
- PDF Viewer and much more.

HANDHELD ELECTRONIC FLIGHT BAGS / NAVIGATION DEVICES

Description	Sierra's Price
Garmin 560 AERA handheld GPS	$1999.00 ea
Garmin 696 GPSMAP handheld navigation/weather	$2995.00 ea
Bendix/King AV8OR ACE handheld electronic flight bag	$1979.00 ea

Prices subject to change without notice. Product application and pricing may vary based on aircraft specifications and configuration.

Left and above: AirClassics Pilot's Briefcase (open & closed)

Above and Right (facing page): AirClassics Flight Bag (open & closed)

Flight Bags and Briefcases

These lightweight, tough flight bags are made of 600 denier polycanvas to resist water, tears, and scuffs. PVC backing protects your valuable equipment from moisture. Versatile, durable, and rugged construction with finished seams and "self-healing" YKK zippers. Features: handles, shoulder strap, and bottom "feet" to protect bags from wear and abrasion (except P3A01).

AirClassics Pilot's Briefcase

The 600D Nylon Pilot Briefcase features an expandable, zippered main compartment with room for all ground and flight school necessities. The outer flap provides easy access to a chart pocket with multiple accessory storage areas to store everything from pencils and pens, to flashlights and flight computers. Perfect for laptop computers. Includes Comfort Grip handle, non-slip detachable carry strap, expandable zippered main compartment and headset pockets on both ends.

AirClassics Flight Bag

The AirClassics Flight Bag takes up where the Pilot Briefcase leaves off. Many of the same features, but larger. Designed to carry a pilot's headset, computers, maps, etc. Well padded, with feet on the bottom to protect from the elements. Includes roller bag attachment, Comfort Grip connectible handles & non-slip carrying strap, with reinforcing straps around bag for added strength. Zippered, dividable main compartment, headset pockets on both ends and kneeboard-size accesory pocket provides plenty of capacity, while the semi-rigid bottom adds durability.

AirClassics Pro Flight Bag (not pictured)

The Pro Flight Bag includes all of the features of the standard AirClassics Flight Bag, but is made from even heavier-duty 1000 denier nylon canvas for extreme durability and light weight. Includes zippered mesh-style side pocket for keys; identification window on top; large side pockets with detachable chart wallet, multiple flihgt accessory pockets and a mesh pocket for easy viewing of stored items.

The Sierra Shop

Do you need to keep flying while you have modifications installed?

Sierra's **"Fly-Thru Maintenance"** program can provide a loaner aircraft to keep you on schedule while we inspect your Citation. We offer a variety of comparable aircraft for your use. Whether you need a Citation or a King Air, be sure to ask us for more information and options.

Above: Deluxe Flight Bag

Above: Personal Headset Bag

Duffel-Style Flight Bag (not pictured)

This compact duffel-style bag offers a surprisingly roomy interior with six compartments. Dual zippered flap on the center compartment has Velcro® strip, making it easy to close when fully packed. Two outside headset pockets, a zippered compartment for charts, plus two smaller accessory compartments provide room for miscellaneous items such as iPods, cell phones and other handheld electronics.

Deluxe Duffel Flight Bag - P3A02 (not pictured)

With seven spacious compartments and shock-resistant padding, this deluxe bag is ready for flight. Features dual zippered flap on center compartment with Velcro® strip for easy colsure. Inside, a Velcro® partition and pouch is perfect for securing radios, laptops or other delicate gear. the outside features a large compartment, two spacious zippered end pockets for headsets and two additional gusseted pouches.

Deluxe Flight Bag - P3A03

Easily attach a P3A01 Personal Headset Bag to either or both ends for additional storage. Fully padded, shock resistant, semi rigged construction. Dual zippered flap on the main compartment features a Velcro® strip for easy closure. Roomy interior for storage of headsets, maps, and more. Inside removable Velcro® partition.

Personal Headset Bag - P3A01

Padded protection for an individual headset, papers, or personal items. Securely link two of these together with a unique Velcro® flap or easily connect to the end of the P3A03 Duffel. Dual zipper on top makes access very easy. There is a gusseted pocket on the inside and a zippered compartment on the outside for accessories.

SIERRA FLIGHT BAGS & BRIEFCASES

Description	Dimensions	Order Number	Sierra's Price
AirClassics Pilot's Briefcase, 2.2 lbs.	15½" x 11" x 3"	ASABAGBRIEF	**$31.45 ea**
AirClassics Flight Bag	n/a	ASABAGFLT1	**$79.95 ea**
AirClassics Pro Flight Bag	n/a	ASABAGPRO	**$99.95 ea**
Duffel Style Flight Bag	16.1" x 10" x 7.5"	P3002	**$34.95 ea**
Deluxe Duffel-Style Flight Bag	18" x 10.5" x 9"	P3A02	**$59.95 ea**
Deluxe Polycanvas Flight Bag, 3 lb. 2 oz.	15" x 12.5" x 10.5"	P3A03	**$83.95 ea**
Personal Headset Bag, 8.7 oz.	9.5" x 10.5" x 3.5"	P3A01	**$20.95 ea**

Prices subject to change without notice. Product application and pricing may vary based on aircraft specifications and configuration.

Citation Desktop Model

What better way to show off your Citation pride than with a beautiful handmade model on your desk? Each unique model is lovingly handcrafted from real wood and painstakingly detailed to match your own aircraft number and paint scheme. Send us a description and reference photos of your Citation, and within 8 to 12 weeks you'll have one of these touching down on your own desktop! Please include up to 3 lines of text for the brass plaque. Wingspan is approximately 16 inches.

SIERRA ACCESSORIES

Description	Order Number	Sierra's Price
Handmade Personalized Desktop Citation Model	SI1216DM	**$577.50 ea**

NACO Approach Plate Binders and Kneeboards

Keep all your IFR needs in the **NACO Approach Plate Binder**. Kit contains 1 durable black vinyl 4-ring style binder, 10 sheet protectors, and 5 color index dividers.

Tri-Fold Kneeboard includes strong aluminum tooled clipboard silkscreened with important IFR information fits into black 3-panel jacket. Has room for charts, books, flight computers, etc.

SIERRA BINDERS & KNEEBOARDS

Description	Dimensions	Order Number	Sierra's Price
NACO Approach Plate Binder Kit, 2.1 lbs.	n/a	ASA-AP-KT-NOS	**$24.10 ea**
Tri-Fold IFR Aluminum Kneeboard	6½" wide x 9½" high	ASA-KB-3I	**$34.60 ea**
Tri-Fold VFR Aluminum Kneeboard	6½" wide x 9½" high	ASA-KB-3	**$34.60 ea**
Tri-Fold Extra-Long Aluminum Kneeboard	6½" wide x 10¼" high	ASA-KB-3L	**$41.95 ea**
'Third Hand' Yoke Mount Clip (not pictured)	n/a	P600	**$15.70 ea**

Prices subject to change without notice. Product application and pricing may vary based on aircraft specifications and configuration.

EROS Quick-donning Crew Oxygen Masks and Accessories

Extensively used on nearly all of today's business and commercial aircraft, the EROS Classic MC series is the benchmark for integrated cockpit crew protection. MC series masks and accessories provide unmatched smoke and hypoxia protection, with secure fitting hypoallergenic seals. The diluter demand regulator features automatic and manual overpressure and simple no-guess mixture selection. Extensive human factor research and design avoids confusion in emergency situations, with easy one-handed extraction and inflation in less than two seconds. The efficient, ergonomically designed stowage cups can be easily integrated into the cockpit near the main flight controls for quick accessibility. Installation time: 8 hours.

SI440 Sierra/Artex 406 MHz ELT

The SI440 kit allows Artex C406 (406 MHz) Emergency Locator Transmitter installation on Cessna Citation Models 500, 501, 550, 551, S550 and 560 (excluding XL). This Sierra Supplemental Type Certificate (STC ST09718AC) provides a cost-effective solution for updating Citation emergency transmitters to current standards.

The Artex C406 provides an integrated ELT to Navigation interface and transmits latitude and longitude position information with an accuracy of 100 meters. The unit operates on 121.5, 243 and 406 MHz frequencies and features a 5-year battery life. Certifications include TSO C126 and ETSO 2C126 and the unit is approved by COSPAS/SARSAT and Transport & Industry Canada.

Please see page 34 for more details.

SIERRA EMERGENCY SUPPLIES and ACCESSORIES

Description	Application	Order Number	Kit Price	Installed Price
EROS MC-10 Classic Oxygen Mask	All Citation models	MC-10-15-109	**$6,066.0**	**$6,746.00**
EROS MXP210 anti-scratch polycarbonate goggles		MXP-210-00	**$781.00**	**n/a**
EROS MXP105 lightweight stowage box (with fasteners)		MXP-105	**$496.00**	**n/a**
Basic C406 ELT system – with blade antenna and wiring harness	Citation 500, 501, 550, 551, S550, 560 (excluding XL)	SI440-100-1	**$5,995.00**	**$8,500.00**
Extended C406 ELT system – GPS Broadcast with NAV Interface to Flight Director		SI440-100-2	**$9,495.00**	**$12,000.00**
2½ lb. Halon Fire Extinguisher (not pictured)	All Citation models	RTA-1200	**$329.00**	**n/a**

Prices subject to change without notice. Product application and pricing may vary based on aircraft specifications and configuration.

Citation Fly-Away Kits

Have you ever found yourself on the ground at a remote field, wishing you had a spare light bulb, fuse or even a spare tire? Sometimes the unexpected happens even to the most experienced pilots, but with Sierra's "Fly-Away" Kit, you'll be prepared to handle nearly any situation! If you have a Citation 500 / 501 / 550 or 551, this kit supplies most of the items you're likely to need when you're away from home. Sierra's Basic Kit includes all items pictured along with a durable, heavy-duty molded carrying case, while our Deluxe Kit adds a spare main and nose gear tire. With a Sierra "Fly-Away" Kit on hand, you'll feel more confident when flying into unknown territory.

Basic Fly-Away Kit Contents —

- Citation I Nose Wheel Tire
- Citation I Main Gear Tire
- Igniter
- Landing Light
- Current Limiter
- A7079B24 Lamp
- 1309 Lamp
- 327 Lamp
- Two 16920 Static Wicks
- Two 16930 Static Wicks
- 20-piece Multi-Bit Screwdriver Set
- 12-function Multipurpose Tool
- 14-piece Combination Wrench Set
- Sierra Logo Flashlight with batteries
- Safety Wire
- Tie Wraps Assorted Hardware, including:
  - Razor Blades,
  - General-purpose Tape,
  - Velcro Fastener variety set,
  - Spare Fuses

SIERRA FLY-AWAY KIT

Description	Application	Order Number	Sierra's Price
Citation Basic "Fly-Away" Kit.	Pratt-powered Citation 500 / 501 Please call for current pricing on other models of aircraft.	FAKIT	**$3,583.00**

Sierra
Stallion
Super II™
SuperSII™

SIERRA Apparel

Description	logo	color	Order Number	Sierra's Price
Flight Jackets — Classic, fully lined genuine leather flight jacket features 2 outside pockets with flaps. Specify size when ordering.	Stallion	Brown	SI-A2-ST	$329.00
	Super II		SI-A2-S2	$329.00
	Sierra logo		SI-A2-SI	$329.00
Polo Shirts — These casual and comfortable polo-style shirts are a perfect way to show your true colors! Logo is colorfully embroidered on left breast. Precision crafted in breathable dri-fit material with 3-button placket in your choice of three colors. Please specify gender and shirt size (S, M, L, XL)when ordering.	Stallion	White	SI20950WH-ST	$42.00
		Navy	SI20950NV-ST	$42.00
		Black	SI20950BK-ST	$42.00
	Super II	White	SI20950WH-S2	$42.00
		Navy	SI20950NV-S2	$42.00
		Black	SI20950BK-S2	$42.00
	Sierra logo	White	SI20950WH-SI	$42.00
		Navy	SI20950NV-SI	$42.00
		Black	SI20950BK-SI	$42.00
Ball Caps — Precision crafted, comfortable ball caps feature adjustable velcro strap.	Stallion	Khaki	SI217CK-ST	$12.00
		Black	SI217CB-ST	$12.00
	Super II	Khaki	SI217CK-S2	$12.00
		Black	SI217CB-S2	$12.00
	Super S-II (not pictured)	Khaki	SI217CK-SS2	$12.00
		Black	SI217CB-SS2	$12.00

Please allow up to 6 - 8 weeks for delivery.
*We're constantly adding more variety to our offerings. Visit **www.sijet.com** today for more apparel options.*

Prices subject to change without notice. Product application and pricing may vary based on aircraft specifications and configuration.

CUSTOM CITATION FABRIC COVERS

Top-quality fabric covers keep your Citation looking its best, and protect it from damage. Adjustable attachment strapes feature non-metal Delrin™ buckles for rugged outdoor use without scratching. Windshield & Cockpit Covers are made of two-ply nylon/silver laminate, lowering interior temperatures as much as 25 degrees. Fuselage and Engine Covers are made of durable Cordura fabric. All covers include a handy duffle bag for stowage. Please call for more information about monogramming and color selection.

Have your aircraft's N-number silkscreened onto your cover — call us for information and pricing.

SIERRA FOLDING SUNSCREEN

This handy sunscreen is a great way to help keep your cockpit cool during hot days. The outside is reflective foil, while the inside is made of attractive dark blue nylon. When you're ready to fly, the sunscreen collapses into its convenient zippered storage pouch for easy stowing.

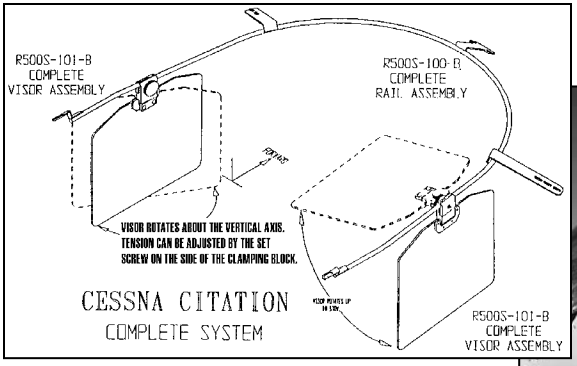
CITATION CUSTOM FABRIC AIRCRAFT COVERS

Citation series:	500 / 501	550 / 551, S550	560	
Description	**Order #**	**Order #**	**Order #**	**Sierra's Price**
Windshield Cover — Nylon/Silver Laminate	C500-000	C550-000	C560-000	**$546.00**
Nose/Cockpit Cover — Nylon/Silver Laminate	C500-030	C550-030	C560-030	**$1,099.00**
Forward Cabin/Nose Cover — Nylon/Silver Laminate	C500-040	C550-040	C560-040	**$1,125.00**
Fuselage/Nose Cover — Cordura	C500-050	C550-050	C560-050	**$3,300.00**
Pitot Cover Set — Naugahyde	C500-200	C550-200	C560-200	**$96.00**
Cockpit Heat Shield Set — Interior Reflector Laminate	C500-900	C550-900	C560-900	**$360.00**
Entrance & Exit Door Heat Shield Set — Reflective Laminate	C500-910	C550-910	C560-910	**$152.00**
Engine Covers — No TRs, Smooth Generator Inlet	C500-100	C550-100	C560-100	**$903.00**
Engine Covers — No TRs, Protruding Generator Inlet	C500-101	C550-101	C560-101	**$903.00**
Engine Covers — With TRs, Smooth Generator Inlet	C500-110	C550-110	C560-110	**$903.00**
Engine Covers — With TRs, Protruding Generator Inlet	C500-111	C550-111	C560-111	**$903.00**
TAT PROBE COVERS — Nomex covers protect delicate temperature probes from dust and damage. Includes Velcro closure and bright red "Remove Before Flight" ribbon. Sold as a pair. (not pictured)				**$86.00 (pair)**

Note: Lead time for custom covers is 2 to 3 weeks. Freight charges not included — see page inside back cover for shipping information.

Description	Order Number	Sierra's Price
Folding Sunscreen with storage pouch	FSI	**$24.95 ea**

Prices subject to change without notice. Product application and pricing may vary based on aircraft specifications and configuration.



Rosen Monorail Sun Visor System

Cockpit Sun Shield Set

KEEP COOL WITH CUSTOM COCKPIT SUN SHADES

- FAA Approved
- Tailors to Ciation Cockpit Windows
- Blocks 99% of UV Rays
- Cools the Cockpit with 92% Heat Rejection
- Prevents Damage to Avionics and Improves Visibility.
- Fully Retractable Design

** Monorail extra. Please call for details.*

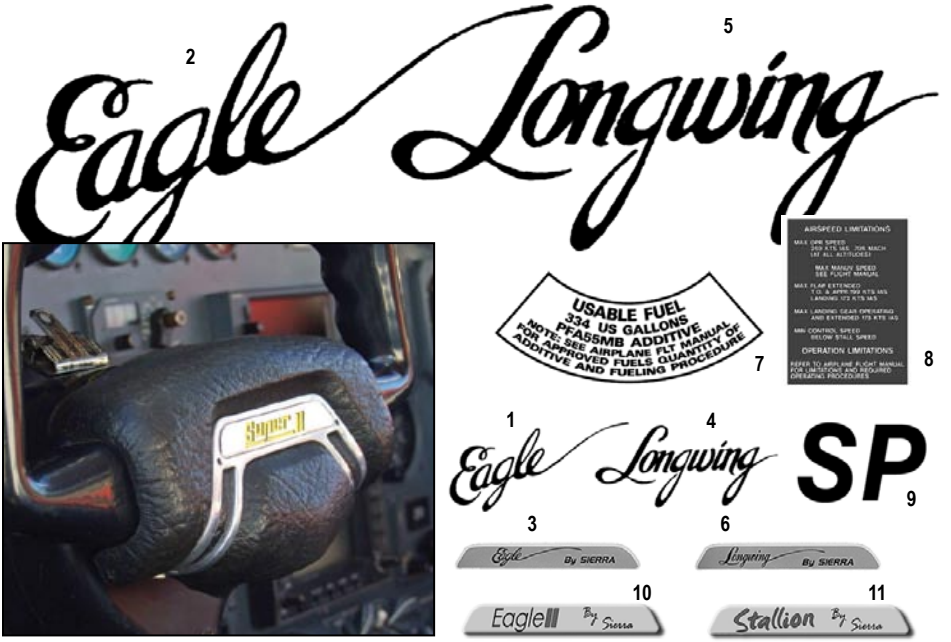
Citation Custom Cockpit Sun Shade (left)
(Pilot's side window shade shown above)

SUN VISOR SYSTEM & SUN SHIELD SETS

Description	Application	Order #	Kit Price	Install Man-hrs	Installed Price
ROSEN SUN VISOR — Unique monorail system allows infinite adjustability with greater visibility. Available in light or dark gray.	Citation 550, 551, S550, 550 Bravo, 525, 560	R500S-010-1	**$1,522.50**	9 hrs	**$2,231.25**
	Citation 650	R650-300-1	**$1,627.50**	9 hrs	**$2,336.25**
Citation Custom Cockpit Sunshades — for Citation 500/501/500/S550	Side Windows Kit	n/a	**$1,575.00**		**$2,094.75**
Cockpit Sun Shield Set — windshield and side windows	Citation 500, 501, 550, 551, S550, 560	C-22	**$684.32**	n/a	**No Install Required**

Please Note: Freight charges are not included — see inside back cover for shipping information.

Prices subject to change without notice. Product application and pricing may vary based on aircraft specifications and configuration.



DECALS / PLACARDS for Sierra-Modified Citation Aircraft

No.	Description	Order No.	Price (each)
1	CITATION EAGLE — 4 rqd.	10-91000-01	$49.35
2	EAGLE, LARGE ENGINE NACELLE — 2 rqd.	10-91000-02	$81.90
3	EAGLE BY SIERRA, SMALL SILVER YOKE DECAL	10-91000-03	$12.06
4	LONGWING DECALS — 4 rqd.	10-91000-15	$49.35
5	LONGWING ENGINE NACELLE — 2 rqd.	10-91000-14	$108.76
6	LONGWING BY SIERRA, SMALL SILVER YOKE DECAL	10-91000-16	$12.06
7	FUEL PLACARDS — FILLER INLET — 2 rqd. (Eagle, Eagle II)	10-21004-43	$28.36
8	AIR SPEED LIMIT PLACARD — 1 rqd. (Eagle, Eagle II)	10-21004-51	$28.36
9	SINGLE PILOT DECALS — 2 rqd.	10-21004-45	$28.36
10	EAGLE II BY SIERRA, SMALL SILVER YOKE DECAL	SI00900-1	$9.45
11	STALLION BY SIERRA, SMALL SILVER YOKE DECAL	SI00900-2	$9.45
12	SUPER II, SMALL SILVER YOKE DECAL	SI00900-3	$9.45
*	SUPER S-II, SMALL SILVER YOKE DECAL	SI00900-4	$9.45

* not pictured

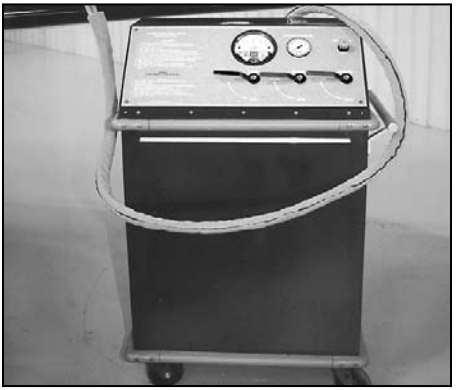
Prices subject to change without notice. Product application and pricing may vary based on aircraft specifications and configuration.

Sierra Manual Supplements

Description	Price (ea.)	Manual Supplement Latest Revision Level: Longwing	Eagle	Eagle SP	Eagle 400*	FJ44 Eagle II	FJ44 Stallion	FJ44 Super II
Flight Manual Supplement	$131.25 ea.	Rev. 2	Rev. 13	Rev. 7	Rev. 2	Rev. A	Rev. IR	Rev. A
Metric Flight Manual Supplement	$131.25 ea.	Rev. IR	Rev. 11	Rev. 11	n/a	n/a	n/a	n/a
Operating Manual Supplement	$131.25 ea.	Rev. 1	Rev. 1	Rev. 1	n/a	n/a	n/a	Rev. IR
Parts Manual Supplement	$131.25 ea.	Rev. IR	Rev. 1	Rev. 1	n/a	Rev. A	Rev. IR	n/a
Maintenance Manual Supplement	$131.25 ea.	Rev. 1	Rev. 1	Rev. 1	Rev. IR	Rev. IR	Rev. IR	Issue 2
Weight & Balance Manual Supplement	$131.25 ea.	n/a	Rev. IR	Rev. IR	n/a	n/a	n/a	n/a
Divider Tabs (per Manual Supplement)	$26.25 ea.	n/a	n/a	n/a	n/a	n/a	n/a	n/a
3-ring Binder (per Manual Supplement)	$26.25 ea.	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Cockpit Check List	$100.00 ea.	Rev. 3	Rev. 3	n/a	n/a	Rev. B	Rev. 1	n/a
Complete Manual Set w/ binders	$315.00 set	n/a	n/a	n/a	n/a	n/a	n/a	n/a

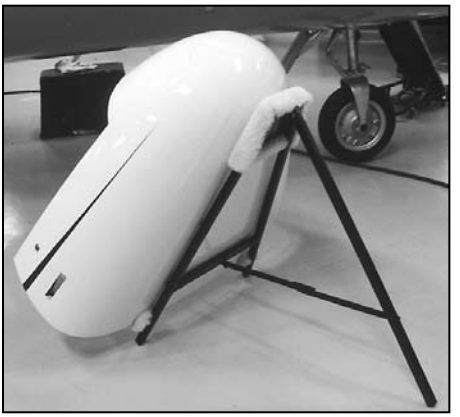
Citation Maintenance Support Equipment

The Citation maintenance products shown on this page are essential for any shop that regularly handles Citation maintenance chores, for corporate fleet owners and even for individual operators. We're constantly developing new tools and techniques, so be sure to stay in touch to learn about future additions to our support product line.



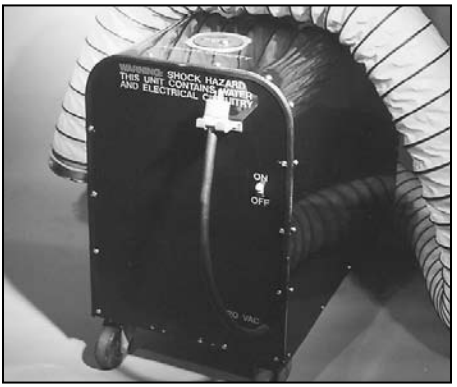
Aircraft Fuel Tank Pressure Test Cart

This easy-to-use testing device uses shop air to perform wing tank pressure testing. Provides fast, accurate pressure loss indication for precise location of fuel leaks. Mounted on a convenient rollaround stand, it features industry-approved components and quick-attach fittings for fast, fail-safe operation.



Radome Support Stand

Protect your radome from accidental damage while it is removed from your aircraft with this handy radome stand. Collapsible, lightweight design features cushioned pads to gently support your radome without marring paint or edges.



Sealant Bonding Accelerator Cart

Speed up curing and drying of newly sealed areas with this convenient rollaround unit. It provides a continuous flow of air at the proper temperature and humidity around sealed areas to rapidly cure most sealants and structural bonding compounds.

Adjustable Tail Stand

This sturdy tail stand provides stable and height-adjustable support for the aircraft's empannage area and helps protect the tail section from damage. The cushioned platform fits all straight wing Citation aircraft and is lightweight and compact for easy storage.

Prices subject to change without notice. Product application and pricing may vary based on aircraft specifications and configuration.

Citation Airframe Support Cradle

This Airframe Cradle provides solid, stable support for any straight-wing Citation airframe. It is carefully constructed from sturdy, high-grade structural steel, with a low center of gravity and wide-set wheels for easy movement around your shop.

CITATION MAINTENANCE SUPPORT EQUIPMENT (facing page)

Description	Item Number	Sierra's Price
Radome Support Stand	SI1200-103	**$1,603.00**
Sealant Bonding Accelerator Cart	SIGSE-BA	**Call for Quote**
Aircraft Fuel Tank Pressure Test Cart	SIGSE-PC	**Call for Quote**
Adjustable Tail Stand	SI1200-104	**$369.00**
Citation Airframe Support Cradle	SIGSE-AC	**Call for Quote**

GENERAL PURPOSE CLEANERS & POLISHES

Description	Item Number	Sierra's Price
3M General Purpose Adhesive Cleaner, 1 Qt.	3MC1	**$11.95 ea**
Permatex Plastic Cleaner #403D, 16 fl. oz.	80183	**$8.95 ea**

CORROSION PROTECTION & LUBRICATION PRODUCTS

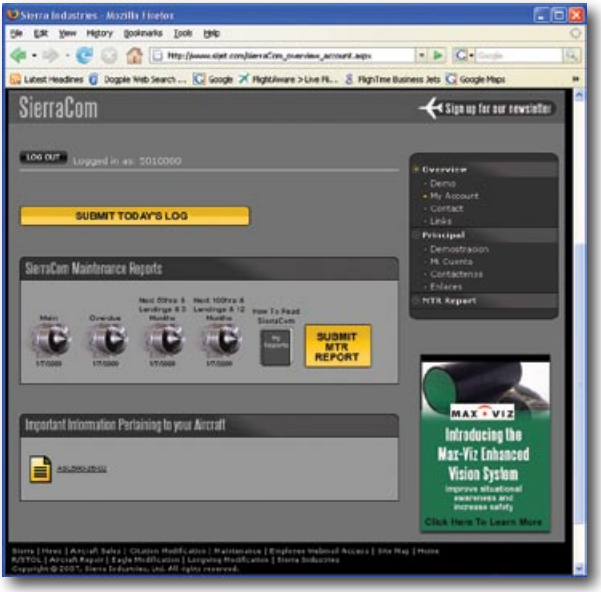
Description	Item Number	Sierra's Price
CorrosionX, 16 oz. spray	CX16	**$16.95 ea**
LPS #1 Greaseless Lubricant, 11 oz.	LPS1	**$14.27 ea**
LPS #2 Industrial Strength Lubricant, 11 oz.	LPS2	**$14.57 ea**
LPS #3 Heavy-Duty Rust Inhibitor, 11 oz.	LPS3	**$16.92 ea**

BOOT MAINTENANCE PRODUCTS

Description	Item Number	Sierra's Price
BF Goodrich Shinemaster Gloss for Pneumatic De-Icers, 1 pint	SHINE PT	**$115.00 ea**
BFG Shinemaster Prep for Pneumatic De-Icers, 1 quart	SHINE QT	**$165.00 ea**
BFG ICEX II Ice Adhesion Retardant, 16 oz. Spray	ICEX II SPRAY	**$182.00 ea**
Age Master #1 Rubber Protective Agent	74-451-12	**$199.00 ea**

SIERRACOM
COMPUTERIZED MAINTENANCE TRACKING

The Best Citation Maintenance Tracking in the Business.



After years of expense and frustration with typical maintenance tracking "solutions," we decided to put our maintenance expertise to work and create our own system. SierraCom is now the most effective and practical tracking program available, giving you all the advantages of other maintenance programs without the premium pricing.

All of our existing SierraCom customers report that is much easier to use than any of our competitors' products. Using today's internet communications to the fullest, SierraCom provides immediate online access to your records at a price the competition can't match. It even reminds you of upcoming events.

SierraCom is available for Citation 500/501, 550/551, S550/S551, 525, 560 and 650 series aircraft, providing these outstanding benefits:

- **Pricing —** SierraCom is priced at ½ the cost of the manufacturers' program.
- **Enhanced Resale Value** — SierraCom's easy-to-use recordkeeping helps you keep complete logs and increase aircraft value when reselling.
- **Easy Online service —** Available worldwide.
- **Tailored to your Aircraft —** Unlike other programs, we will recognize and include ALL modifications and changes to your aircraft.
- **Market Acceptance** — with nearly 100 satisfied clients, SierraCom is growing rapidly.
- **Format Flexibility** — SierraCom is furnished to you via email. CD or paper format is optional (additional cost applies).
- **Multiple Addresses** — SierraCom can be provided to as many as 3 addresses each month.
- **Free Supplies** — We happily provide you with free MTR or Flight Log Books.

Many Citation owners have successfully bought and sold aircraft as SierraCom subscribers, while enjoying easier access and lower cost.

MULTIPLE FORMAT OPTIONS

SierraCom is available in three different formats:

• Online Service	Standard
• Monthly Report on CD	add $100 / yr.
• Monthly Printed Report	add $150 / yr.

LOWER COST THAN COMPETITORS

SierraCom is not only much more user-friendly and instantly accessible than other programs, it costs far less than alternative programs:

Time	SierraCom	Competitors
1 year	$1,250	$2,000 or more
2 years	$2,300	$3,600 or more
3 years	$3,350	$5,000 or more

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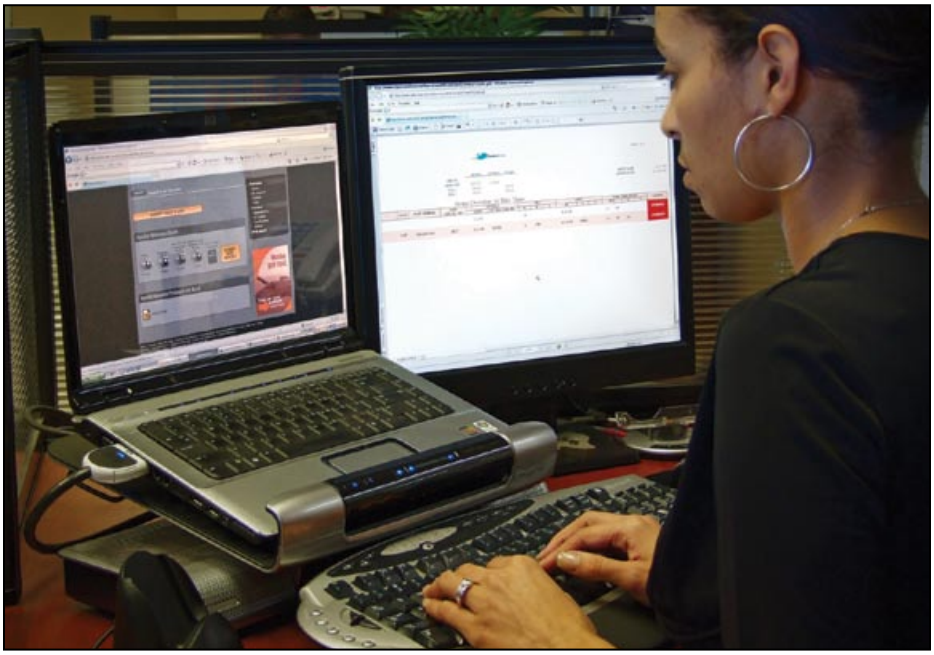

FLEET PRICING AVAILABLE

SierraCom also offers great fleet pricing for owners of multiple Citation aircraft. For a one-year subscription, pricing is as follows:

1st aircraft	**$1,250**
2nd aircraft	**$1,150 per aircraft**
3rd and more	**$1,050 per aircraft**

SierraCom Online reports:

SierraCom's easy online reporting system makes it a cinch to keep your records up-to-date. Featuring simple, user-friendly menus, you can enter flight logs, maintenance events and reports and access your records anytime from anywhere in the world. Step-by-step instructions guide you through the process, and our friendly SierraCom assistant is available if you have any questions not answered by the online manual.

Your online reports can be viewed onscreen, or downloaded in Acrobat PDF format for printing or local storage on your personal computer.

It's Easy to Get Started:

1. Send us a copy of your current CESCOM or CAMP report (if available), a recent flight log, and any log entries not yet sent in for updating.
2. A new SierraCom report will be developed and posted online within ten working days, and thereafter on a monthly basis.
3. Send in copies of your log entries and flight logs on a periodically scheduled basis for updating.

That's all there is to it!

Always Available

Sierracom reports are always available online from anywhere in the world. Online reports are in easily-printable Adobe Acrobat PDF format, so your downloaded reports will look identical to the printed version.

SierraCom reports are based on information provided by the subscriber and other owners of turbine powered Cessna aircraft. The data or reports furnished to subscribers are for information purposes, and no warranty of fitness or purpose is made or implied.

Prices subject to change without notice. Product application and pricing may vary based on aircraft specifications and configuration.

OPERATOR: SierraCom
AIRCRAFT MODEL: 500
AIRCRAFT SERIAL: 0000
UNIT: 0000
AIRCRAFT REGISTRATION: N000AZ

Hours on Aircaft from Flight Log

Hours	Landgs
8323	8423

Landings on Aircaft from Flight Log

ITEM CODE	ITEM DESCRIPTION / CITY	MFG PART NUMBER / ALT PART NUMBER/MODEL	PART SERIAL MOD-LVL POSN
000000	SIERRACOM SERVICE		
000000	SIERRA INDUSTRIES LONGWING MOD UVA	STC SA732NW	
000000	SIERRA INDUSTRIES GROSS WT INCR UVA	STC SA2646NM	
000000	SIERRA INDUSTRIES JT15D-1A UPDAT UVA	STC SA8176SW	
000000	SIERRA INDUSTRIES RADOME MOD	STC SA8437CW	
000000	SIERRA INDUSTRIES CREW BELTS UVA	STC SA8829SW	
000000	SIERRA INDUSTRIES SPAR BLOCKS UVA	STC SA2172M	
000000	SIERRA INDUSTRIES PNEULIFT UVA	STC SA09229SC	
000000	SIERRA INDUSTRIES XPONDER I-DEN UVA	STC SA802NW	
000000	AJ AEROSPACE GLARESHEILD UVA		
000000	ROSEN SUN VISORS	STC SA2150NM	
000000	KEITH PRODUCTS AIR CON	STCSA2698SW	
051000	PHASE B UVA		-
051001	PHASE 1 INSPECTION UVA		- F
051002	PHASE 2 INSPECTION UVA		-
051003	PHASE 3 INSPECTION UVA		-
051004	PHASE 4 INSPECTION A/F UVA		
051004	PHASE 4 INSP ENG NO 1 UVA		
051019	PHASE 4 INSP ENG NO 2 UVA		
051020	PHASE 5 INSPECTION UVA		

Date

Date and Time Completed or Changed

Try our Online Demo at www.sijet.com
Username: demo
Password: sierracom

SierraCom maintenance tracking is also available at reduced rates for single- and multi-engine piston and turboprop aircraft as well as Cessna Citation business jets.

Call Sierra at 1-888-8FLYERS today for more information.

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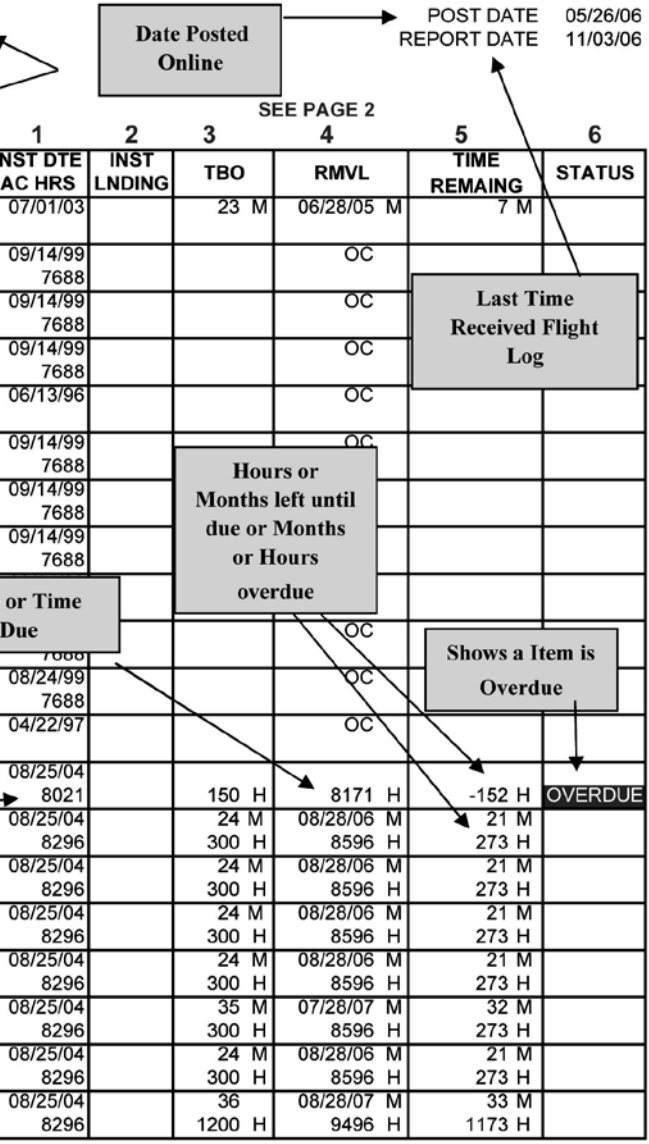


A Sample SierraCom Report Page —

What's included in your SierraCom report:

A typical SierraCom report – pictured at left – gives you an accurate, easily digested snapshot of your aircraft's current status. What's more, it visually alerts you to necessary maintenance procedures BEFORE they occur, giving you plenty of time to schedule "down time" in advance and avoid last-minute disruptions in your schedule.

- At the top will appear the Operator, Aircraft Model, Aircraft Serial Number, Unit Number and Aircraft Registration.
- Hours and Landings from the Flight log are at the top.
- Post Date is when the Report is posted online.
- Report Date is when the Last time we were updated with times from a Flight Log or MTR.

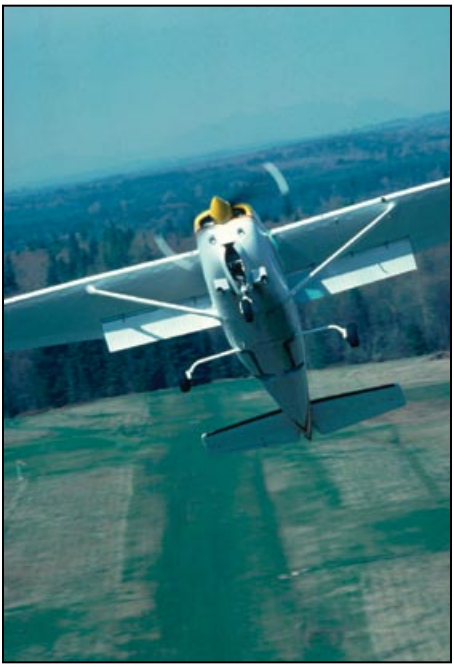
1. Date and time when a Phase Inspection was completed or Component was changed.
2. Landings (if track by) when a Phase Inspection or Component was changed.
3. Time Intervals between Phase inspections and life limited parts.
4. Date, hours or landings due.
5. Months, hours or landings have remaining or has gone over.
6. Items overdue.

SIERRACOM
COMPUTERIZED MAINTENANCE TRACKING

Prices subject to change without notice. Product application and pricing may vary based on aircraft specifications and configuration.

WWW.SIJET.COM

Sierra R/STOL High Lift Systems



Complete R/STOL Systems include everything your aircraft needs for the utmost in performance.

For expanded utility, increased safety and improved performance — get off the ground and back, shorter, faster, safer, with Sierra's R/STOL High Lift Systems.

- Enhanced operator convenience and safety
- Sharp, crisp low speed characteristics
- Up to 47% shorter takeoff and landing distances
- Lowered nose permits safe and practical obstacle clearance on difficult approaches and departures
- Improved high angle stall characteristics
- Higher cruise speeds
- Improved high density altitude performance
- Operate into and out of smaller airstrips with greater safety and convenience
- Up to 1100 ft. higher service ceiling

Sierra R/STOL High Lift System Benefits

DURING APPROACH AND LANDING

SIERRA R/STOL permits slow approaches with sharp, crisp control at slow speeds, you gain more decision time for correction and confident handling during crosswinds and gusts. Even with power off you retain confident control, with reduced risk of stalling. SIERRA R/STOL Hi-Lift systems permit lower landing speeds that reduce wear and tear on landing gear, brakes and tires. Overall, the SIERRA R/STOL Hi-Lift system allows 15 to 25 MPH slower approaches and requires up to 40% less runway distance.

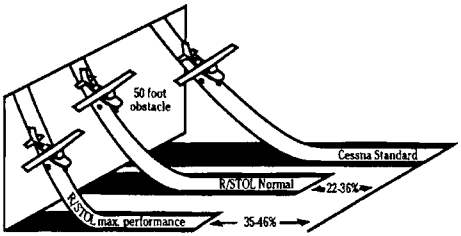
DURING TAKEOFF

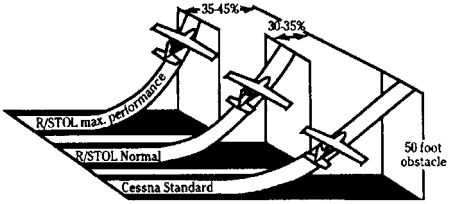
No (or less) offloading when flying from high altitude or high temperature airports with your SIERRA-equipped aircraft. Hi-Lift extends sea level, standard day performance to higher density altitudes — allows you to lift off with heavier payloads from short runways or to fly with full loads safely. Take off with enough fuel to avoid an extra fuel stop. SIERRA R/STOL's extra performance adds flexibility to your flight operations — avoids extra trips — lets you fly into small airfields closer to your final destination.

SIERRA R/STOL LEADING EDGE

A slight downward droop of the leading edge results when a cuff is added to the aircraft's wing. Cessna has incorporated the drooped leading edge on many of their models built since 1972. The drooped cuff recontours and smooths airflow over the wing, particularly at high angles of attack. The SIERRA R/STOL Leading Edge postpones wing stall and gentles stall action when it does occur.

(continued on next page)





STALL FENCES

A chord-wise fence, installed on the upper wing surface forward of the flap-aileron location, restricts outboard movement of low-speed air which develops at the wing root when a stall begins. By maintaining a smooth unstalled airflow over the ailerons, full and responsive aileron control remains available well into the stall.

AUTOMATIC TRIM

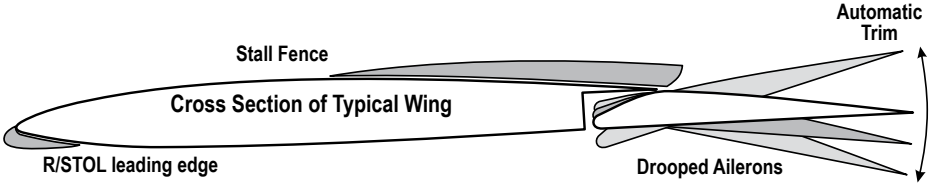
The SIERRA R/STOL patented system interconnects the stabilizer with the flaps to relieve the pilot from frequent retrimming as the flaps are lowered. This automatic trim operation eliminates one pilot activity during landing approach or when "cleaning up" after takeoff.

Please Note:
R/STOL NORMAL technique is specifically tailored for the average pilot who desires increased safety margins, utility and peace of mind.

R/STOL MAX. PERFORMANCE technique is for use by experienced pilots when emergency conditions or operations into and out of austere fields requires the utmost from your aircraft, consistent with safety.

DROOPED AILERONS

The SIERRA R/STOL patented system droops ailerons symmetrically whenever the flaps are extended. In their drooped position, the ailerons increase outboard wing lift by recambering airflow as the flaps do for the inboard wing section.Full aileron roll control response is maintained in the drooped position.



Prices subject to change without notice. Product application and pricing may vary based on aircraft specifications and configuration.

R/STOL Performance Comparison — Cessna Single Engine Aircraft

Aircraft Model:	P210	T210	210	T207	207	206	185	182	180	172	152/ 150
Gross Weight (lbs)	4,000	3,800	3,800	3,800	3,800	3,600	3,350	2,950	2,950	2,300	1,600
Takeoff Distance over 50 ft											
R/STOL Normal technique	1,621	1,318	1,232	1,280	1,280	1,155	870	885	1,320	990	895
R/STOL Max. technique*	1,318	1,075	1,070	1,090	1,090	990	763	815	1,210	900	815
Cessna Handbook Data	2,265	2,030	1,900	1,970	1,970	1,780	1,365	1,350	1,860	1,525	1,385
Takeoff Speed, MPH (IAS)											
R/STOL Normal technique	63	56	56	57	57	52	50	50	49	45	40
R/STOL Max. technique	59	52	52	53	53	48	46	45	46	40	36
Cessna Handbook Data	84	82	82	84	84	78	65	63	61	70	64
Cruise Speed, MPH (TAS)											
R/STOL	222	220	192	180	164	170	172	165	153	134	119
Cessna	219	217	188	176	159	164	169	160	147	131	117
Service Ceiling, ft											
R/STOL	24,100	26,600	16,100	25,100	13,800	15,400	17,850	18,400	17,700	13,600	13,150
Cessna	23,000	28,500	15,500	24,200	13,300	14,800	17,150	17,700	17,000	13,100	12,650
Final Approach Speed, MPH (IAS)											
R/STOL Normal technique	69	59	59	60	60	58	57	54	51	48	44
R/STOL Max. technique*	66	55	55	55	55	53	52	49	47	41	37
Cessna Handbook Data	84	82	82	87	87	75	80	69	70	65	58

*Data shown are typical — specific models will vary. R/STOL Normal technique is specifically tailored for the average pilot who desires increased safety margins, utility and peace of mind. * R/STOL Max. technique is for use by the experienced pilot when emergency conditions or operation into austere fields requires the utmost from your aircraft, consistent with safety.*

R/STOL Performance Comparison — Cessna 400-Series Twins

Aircraft Model	421C		421B		421A/421		414		402/401	
	R/STOL	Standard	R/STOL	Standard	R/STOL	Standard	R/STOL	Standard	R/STOL	Standard
Takeoff										
Takeoff Distance over 50 ft	1,830'	2,220'	1,754'	2,507'	1,815'	2,563'	1,630'	2,350'	1,550'	2,230'
Liftoff Speed	84[B]	100[B]	94[A]	120[A]	95[A]	120[A]	85[A]	105[A]	85[A]	105[A]
Accelerate/Stop Distance	2,409'	3,510'	2,409'	3,950'	2,206'	3,740'	2,040'	3,050'	1,850'	3,030'
Minimum S/E Control Speed	78[B]	80[B]	90[A]	100[A]	95[A]	107[A]	85[A]	97[A]	83[A]	95[A]
Climb										
Best S/E Climb Speed	95[B]	111[B]	105[A]	125[A]	105[A]	120[A]	95[A]	119[A]	95[A]	118[A]
Approach & Landing										
Total Distance over 50 ft	1,700'	2,290'	1,752'	2,179'	1,720'	2,110'	1,450'	1,885'	1,450'	1,765'
Approach Speed	92[B]	100[B]	99[A]	116[A]	99[A]	115[A]	90[A]	107[A]	92[A]	110[A]

(A) MPH CAS (B) Knots CAS

Prices subject to change without notice. Product application and pricing may vary based on aircraft specifications and configuration.

CESSNA SINGLE ENGINE R/STOL HIGH LIFT SYSTEMS

Description	Application	Installed MSRP
Series 10 R/STOL System	172, pre-1973	**$23,000.00**
	172, post-1973	**$23,000.00**
	180, pre-1973	**$23,000.00**
	180, post-1973	**$23,000.00**
	182, pre-1973	**$23,000.00**
	182, post-1973	**$23,000.00**
	185, pre-1973	**$23,000.00**
	185, post-1973	**$23,000.00**

Core charge $400.00 on all systems above.

Description	Application	Installed MSRP
12 Series R/STOL Leading Edge System	150 (pre-1973), 152	**$8,000.00**
	172	**$8,000.00**
	180	**$8,000.00**
	182	**$8,000.00**
	185	**$8,000.00**
	206, pre-1973	**$8,000.00**
	207	**$8,000.00**
Description	**Application**	**Installed MSRP**
13 Series R/STOL System*	206, pre-1973	**$23,000.00**
	206, post-1973	**$23,000.00**
	207	**$23,000.00**
15 Series R/STOL System**	210 - 1966 to 1978	**$23,000.00**
79 Series R/STOL System**	210, post-1978	**$23,000.00**
	P210N	**$23,000.00**

**Core charge $800.00 on all 13-series R/STOL systems. **Core charge $600.00 on all 15-series and 79-series R/STOL systems.*

PLEASE NOTE*: All single-engine R/STOL systems can be installed by our North American dealer network. (see page 166)

Installations for 400-series R/STOL systems below are available ONLY at our facility in Uvalde, Texas. Please call 1-888-835-9377 for more details.

CESSNA TWIN ENGINE R/STOL HIGH LIFT SYSTEMS

Description	Application	Installed MSRP
24 Series R/STOL System	401, 401A	**$65,000.00**
	402A, B	**$65,000.00**
	414	**$65,000.00**
	414A	**$62,500.00**
	421A, B	**$65,000.00**
25 Series R/STOL System	421C	**$60,000.00**
82 Series R/STOL System	402C	**$60,000.00**

Core charge $1,600 on all 24- 25- and 82 series R/STOL systems.

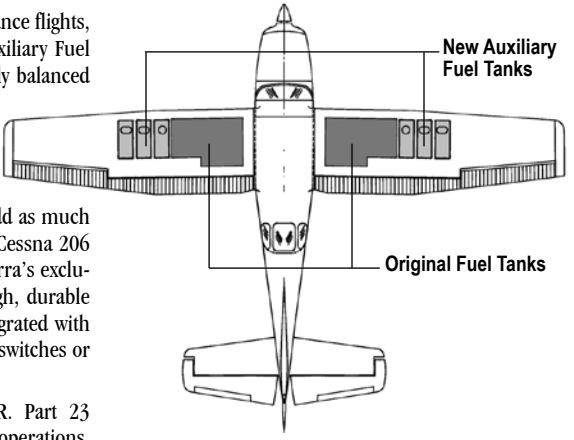
Prices subject to change without notice. Product application and pricing may vary based on aircraft specifications and configuration.

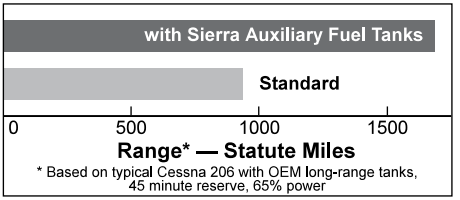
Cessna 206 Auxiliary Fuel System Enhancement

If you often land short on your long-distance flights, you need the added range that Sierra's Auxiliary Fuel System Enhancement can provide. Carefully balanced to maintain the aircraft's existing balance and center of gravity, this system adds an additional 50 gallons of fuel capacity to your existing fuel system.

This popular Sierra enhancement can add as much as 650 nautical miles to the range of your Cessna 206 or 207, or your Piper Seneca/Seneca II. Sierra's exclusive Auxiliary Fuel Tanks are made of tough, durable vulcanized rubber and are completely integrated with the existing fuel system, with no additional switches or gauges to worry about.

Engineered and built to exacting F.A.R. Part 23 standards and proven over many years of operations, this enhancement is available in kit form or it can be installed in Sierra's facilities by our certified FAA mechanics. Either way, you'll enjoy substantially increased range and flexibility as well as added peace of mind. Just fill up the tanks and go!





Now Approved for Soloy 206 Turbine Upgrades Mark I and II

Sierra Industries Ltd. has amended its Cessna 206 Long Range Fuel System STC, allowing installation of the wing tank modification on the highly regarded turbine engine upgrade from Soloy Aviation Solutions. Sierra's STC amendment (SA3634SW) is applicable to both the original Soloy Turbine Cessna 206 Mark I (STC SA2353NM) and the new Soloy Aviation Solutions Mark II (SA01878SE) aircraft.

CESSNA 206-SERIES FUEL SYSTEM ENHANCEMENTS

Description	Application	Part #	Kit Price	Install Man-hours	Installed Price
Auxiliary Fuel System — Extra 50 Gallon, Standard Range Tanks	U206, post-1979	SI-106-5	**$13,450.00**	80 m/h	**$19,770.00**
	U206, post-1979 w/ autopilot	SI-106-5A/P	**$13,950.00**	80 m/h	**$20,270.00**
	U206, pre-1979	SI-106-3	**$15,450.00**	80 m/h	**$21,770.00**
	U206, pre-1979 w/ autopilot	SI-106-3A/P	**$15,950.00**	80 m/h	**$22,270.00**

Please Note: Piston aircraft landing gear and fuel system enhancements can now be installed by our North American dealer network. Please see facing page for dealer locations and contact information.

Prices subject to change without notice. Product application and pricing may vary based on aircraft specifications and configuration.

Cessna Centurion Landing Gear Enhancements

Main Landing Gear — No Doors Kit

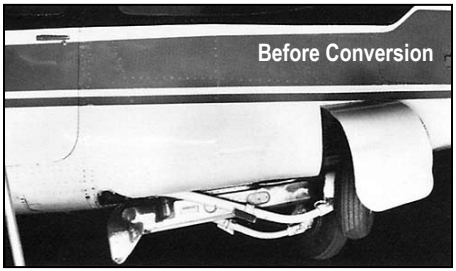
All Cessna 210's produced between 1970 and 1978 are virtually identical in structure with only minor differences in the hydraulic system. In 1979, Cessna removed the hydraulic gear door system from production aircraft because of continuing problems. The SIERRA MODIFICATION does for your aircraft what Cessna did to theirs in 1979.

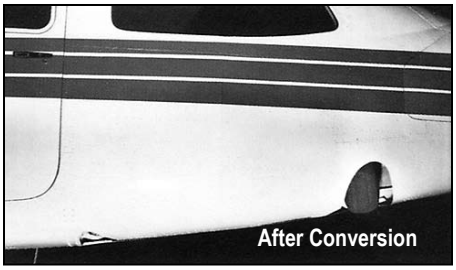
The actual conversion consists in removing the four main gear doors, three hydraulic actuating cylinders, plus unnecessary excess sheet metal, fairings and tubing, resulting in a 19 pound gain in useful load.

Prefabricated metal fairings are then attached to the fuselage using blind structural rivets, to cover the large "holes" left by the door removal. The "door open" and "door close" lines from the hydraulic powerpack are capped off, without any rework on the powerpack itself.

The Modification Kit and procedures are fully FAA STC approved. The complete modification can be accomplished on your aircraft by SIERRA's skilled craftsmen, or at your own facility.

- Cleaner look — no more "droopy doors"
- Reduce retraction/extension time — gear actuation time cut by up to 50%
- Reduced system complexity — 32 moving parts eliminated
- Reduced maintenance — fewer operating elements to cause problems
- Current production appearance — like all production aircraft since 1979
- Enhanced resale value— an industry-recognized value modification
- Fast installation — kits always in stock — full installation instructions and photos for easy installation





Nose Gear Door — Hydraulic to Mechanical Conversion

The SIERRA modification for the Cessna 210 Nose Gear Door completes the conversion of your Cessna 210 to post-1979 appearance and operation. The elimination of a hydraulic cylinder and conversion of the Nose Gear doors to mechanical operation shortens operating time, decreases wear on the system and reduces the chance of a hydraulic system-related failure.

***PLEASE NOTE**: Piston aircraft landing gear and fuel system enhancements can be installed by our North American dealer network.*
Please see page 165 for dealer locations and contact info.

CESSNA 210 LANDING GEAR ENHANCEMENTS

Description	Application	Part #	Kit Price	Installation Man-hours	Installed MSRP
Main Landing Gear Doors — No Doors Kit*	1970 – 1979 models	090001	**$1,359.75**	35 m/h	**$4,125.00**
Nose Gear Door Conversion — Hydraulic to Mechanical		080001	**$1,044.75**	8 m/h	**$1,835.00**

**Touchup painting is required with the Main Landing Gear Doors kit. Please call for details.*

Prices subject to change without notice. Product application and pricing may vary based on aircraft specifications and configuration.

A. Floats Alaska
5005 Aircraft Dr.
Anchorage, AK 99502
907-248-7070

B. Bal Air Laurentien
13471 Tour Du Lac
Lac A La Tortue, Quebec G0X 1L0
Canada,
819-538-8623
Richard Lane

C. Casper Air Service
300 Airport Rd.
Casper, Wyoming 82604
307-472-3400

D. Orillia Aviation
RR# 6 Lake St John Airport
Orillia, Ontario L3V 6H6
705-325-6153

E. Prairie Flying Service
2540 Airport Rd.
Suite 200
Municipal Airport
Regina, SASK. S4W 1A3
306-569-3700
Laurie Merkel

F. Southern Seaplane
1 Coquille Dr.
Belle Chasse, LA 70037
Lyle Panepinto
504-394-5633

G. STC Aviation
St. Cloud Municipal Airport
St. Cloud, MN 56302
320-253-1500
Darren Carlson

H. Africair, Inc.
13891 SW 145th Court
Miami, FL 33116
305-255-6973

I. Spring Aviation
3010 Avaition Way
Kamloops, BC V2B 7W1
250-554-2616
Tim Farnsworth

J. Tom's Aircraft
2801 East Sprinf St.
Long Beach, CA 90806
562-426-5331
Tom Jacobson-President

K. Julie's Aircraft Services
6805 Boeing Drive
El Paso, TX 79925-1105
(915) 772-2900

Prices subject to change without notice. Product application and pricing may vary based on aircraft specifications and configuration.

Parts, Service and Repair for classic Helio Courier and Stallion Aircraft

Sierra Industries Ltd. has entered into an exclusive contract with Helio Aircraft LLC to provide support, maintenance, repair and parts for the worldwide fleet of Helio Courier and Stallion aircraft. As part of the agreement, Sierra will manufacture replacement parts in their PMA-approved facilities and investigate development of new upgrades and products for Helio aircraft.

In announcing the new partnership, Helio President and Director Jon W. Dwight stated, "This has been a long time coming for the Helio fleet and we are excited about our new partnership with Sierra. It is not easy to find an efficient and economical way to support a fleet of several hundred aircraft. Sierra Industries is the company that can make it happen." Sierra Industries Founder and CEO Mark Huffstutler remarked, "This is an exciting opportunity for Sierra and for the Helio aircraft fleet. It will mark the first time in 25 years that Helio airplane owners will have a true factory authorized parts, maintenance and support program."

Attention: Helio aircraft owners –

Sierra Industries is now your exclusive source for parts, service and support for your Helio Courier or Stallion.

Whether you're on skis, skids, floats or tires, let nearly 30 years of maintenance and modification expertise help you keep your Helio in the air.

When you need parts, routine maintenance, repairs or have a technical support question, please call our R-STOL and Helio expert Pete Conrad at **1-888-835-9377**.

Originally introduced in the early 1950's, approximately 500 Helio aircraft were produced, with many still in existence around the globe. These unique aircraft are often found in remote areas with limited accessibility and little to no support facilities. Both the Courier and Stallion models have long been known for their remarkable flying performance in adverse environments, unmatched safety, and superb short takeoff and landing capability.

Prices subject to change without notice. Product application and pricing may vary based on aircraft specifications and configuration.

Sierra Super Centurion
The Ultimate Cessna 210 Upgrade

Cessna 210 Centurion owners and operators know firsthand what a versatile and valuable tool a well-equipped aircraft can be. But no matter how useful your aircraft may be today, there is always room for improvement. Today, rapid technological developments have opened up surprisingly affordable high-performance avenues for upgrading your Centurion.

The **Sierra Super Centurion** program provides a unique opportunity to bring your cockpit into the 21st Century with our tightly-integrated "glass panel" upgrade. By combining recent advances in high-performance avionics with Sierra's extensive MRO expertise, we can offer you a completely upgraded and customized, avionics solution for your Centurion.

It's quite possible you already have at least one Sierra upgrade on your aircraft. With thousands of Sierra's R/STOL and "No Doors" modifications already installed on Cessna 210 models, many owners are already acquainted with Sierra's quality engineering and workmanship. The **Sierra Super Centurion** offers a fast, flexible and fully customizable solution to enhance your aircraft. From avionics and airframe modifications to paint and interior completions, simply choose the upgrades that make sense for your individual needs and let Sierra do the rest.

In the pages that follow, you'll find detailed descriptions of the Super Centurion upgrades. Please call your friendly Sierra representative today for a customized quote for your 210 model.

Call 1-888-835-9377 today for a custom Sierra Super Centurion quote for your Cessna 210.

Prices subject to change without notice. Product application and pricing may vary based on aircraft specifications and configuration.

Top: Sierra's T210 Super Centurion demonstrator
Left: Typical "stock" 210 Centurion panel
Right: Sierra Super Centurion panel

Sierra Super Centurion Modifications Overview

The Sierra Super Centurion offers a fast, flexible and fully customizable solution to enhance your aircraft. Starting at under $30,000 for a basic package, we'll craft a custom upgrade plan that makes the most of your existing equipment and adds cost-effective 21st century capabilities and performance. From avionics and airframe modifications to paint and interior completions, simply choose the upgrades that make sense for your individual needs and let Sierra do the rest. Call us today for a customized quote for your aircraft.

Airframe:

- Sierra Nose Gear Door - mechanical conversion
- Sierra Main Gear Door - No Doors conversion
- Sierra R/STOL system

Avionics/Panel:

- Garmin G500 PFD/MFD with optional Chartview
- S-TEC 55X Autopilot
- 2" Standby Instrument Package
- Emergency Battery Pack
- GDL 69 Datalink
- JPI EDM-930 Digital LCD Engine Display
- Garmin Stack: GTX-330 / GNS-430 / GMA-347 with WAAS, GPS
- WX Satellite Weather & optional Satellite Radio
- Sierra Glareshield with underlighting
- Custom 1-piece FAA-approved waterjet-cut panel
- Panel powdercoat finish
- Custom yoke placards, panel ID plates and co-pilot yoke escutcheon
- Personalized avionics training

and More:

- Custom Paint / Interior refurbishment
- SierraCom maintenance tracking service
- 406 MHz ELT
- CD/DVD cabin entertainment systems
- Lifetime Installation Warranty
- Sierra "Fly-Thru Maintenance" loaner aircraft
- Sierra "Fly Before You Buy" demonstrator

Prices subject to change without notice. Product application and pricing may vary based on aircraft specifications and configuration.

Garmin G500 Multi-Function Flight Display Suite

A retrofit that brings true "glass cockpit" functionality to the Cessna Centurion, the Garmin G500 is an affordable, dual-screen electronic flight display that features 6.5-inch PFD and MFD, plus AHRS attitude/heading reference and more.

Replaces your "six-pack" with twin screens

The G500's 10-inch wide bezel fits neatly into the panel space vacated by your standard six-pack of mechanical 3-inch flight instruments. (The existing airspeed indicator, artificial horizon and altimeter can be relocated to serve as standby instrumentation.)

Dual side-by-side 6.5-inch LCDs put both Primary Flight Display (PFD) and Multifunction Display (MFD) capabilities directly in your field of view. You'll see real-time True Airspeed calculations and selectable Winds Aloft data – as well as aircraft ground speed, GPS active waypoint, distance-to-waypoint, desired/actual track, and more.

On the left-hand side, the PFD integrates primary situational information regarding your aircraft's position, speed, attitude, vertical rate, altitude and flight progress.

It's all about situational awareness

The right-hand side MFD provides detailed moving-map graphics of your aircraft's current position in relation to ground features, chart data, navaids, flight plan routings and more. Initial Garmin FliteCharts® and SafeTaxi® come pre-installed (the charts will disable when the data is over 6 months out-of-date). And built-in terrain and U.S. obstacles databases provide color-coding and other visual cues to graphically alert you when proximity conflicts loom ahead. G500 operation is simple – with familiar rotary knob for data entry, soft-keys for mode selection, front-loading SD card slot for additional data and updates, plus an easy-to-navigate G1000-like graphical user interface.

Experience the AHRS advantage

In place of sensitive gyro instruments, the G500 uses Garmin's super-reliable GRS 77 Attitude and Heading Reference System (AHRS). Combining inputs from GPS, magnetometer and air data computer, the Garmin AHRS provides an accurate digital referencing of your aircraft's dynamic orientation in space. Also, unlike some competitive attitude/heading sensors, it's even able to restart and properly realign itself while the aircraft is moving.

Synch up with your autopilot

Garmin's G500 is a perfect match for the S-TEC 55X Autopilot, utilizing AHRS to provide attitude information to the autopilot. Instead of traditional gyro-mechanical ADI output, far more reliable AHRS data is used to provide the attitude, heading, yaw input, baro correction, and alerting cues to the autopilot. This eliminates the need to keep the costly-to-maintain gyro ADI as an autopilot reference for the G500 glass cockpit.

Add weather, traffic and more

Better-informed weather and traffic decisions can be yours with the GDL 69/69A series XM receiver. It offers up-to-the-moment weather data and NEXRAD coverage for the U.S. and much of Canada, via XM Satellite Radio datalink (XM subscription required). The optional GDL 69A lets you enjoy over 170 channels of inflight digital audio programming with a subscription to XM Radio. And for help in watching nearby traffic, you can access Traffic Information Service (TIS) alerts on your G600 with the GTX 330 Mode S transponder.

Call 1-888-835-9377 today for a custom Sierra Super Centurion quote for your Cessna 210.

Prices subject to change without notice. Product application and pricing may vary based on aircraft specifications and configuration.

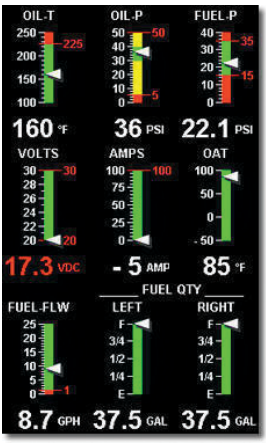
J. P. Instruments EDM 930 Digital Engine Display

You can think of your EDM-930 as your personal flight engineer. Always there, working in the background, constantly watching over your engine while you concentrate on flying the aircraft. The EDM 930 collects data four times per second and displays it for you in a useful way. You can use the EDM 930 to monitor engine temperatures and voltages, adjust the fuel/air mixture, and diagnose engine malfunctions.

Easy, Intuitive Displays

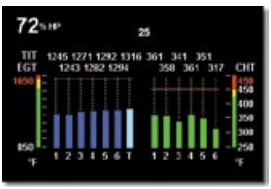
The display screen is arranged into three sections. The top left is the RPM and MAP section. The bottom left is the Scanner® section. And the right side is the Bar Graphs section.

The upper semicircular bar graph shows the RPM (Revolutions per Minute) and the lower semicircular bar graph shows the MAP (Manifold Pressure). These are shown both graphically and digitally. Power settings entering red line are displayed by flashing the ALERT icon and flashing message on the bottom left scanner section of the screen. Percent horsepower is displayed digitally underneath the MAP arc.



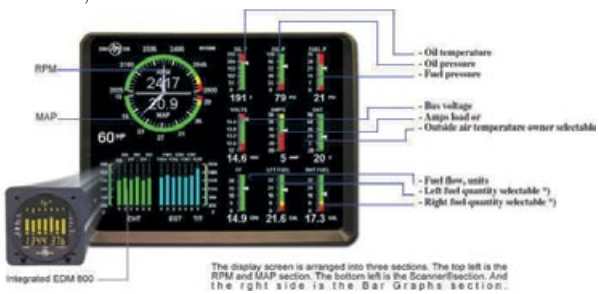
The Bar Graph section contains nine dedicated 12 segment bar graphs with digital display. The default displays are (left to right, top to bottom):

- Oil temperature
- Oil pressure
- Fuel pressure
- Bus voltage
- Amps load or charge/discharge
- Outside air temperature (or owner selectable)
- Fuel flow, units per hour
- Left fuel quantity (or owner selectable)
- Right fuel quantity (or owner selectable)



Leaning is accomplished quickly and automatically using the LeanFind™ procedure. With the EDM it is now possible to have substantially more diagnostic information available to you in a timely and usable manner.

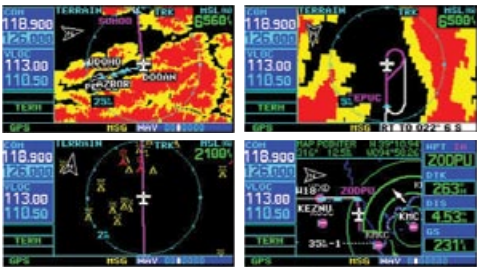
With the EDM-930 acting as a flight engineer, you'll enjoy improved fuel economy, reduced maintenance costs, and extended engine life. JPI is a leader in precision engine performance monitoring and their expertise is built into the EDM-930. Patented technology provides the alarms, displays, and sampling algorithms that give you hands-free, must-know information.


RPM
MAP
Integrated EDM 800
The display screen is arranged into three sections. The top left is the RPM and MAP section. The bottom left is the Scanner® section. And the right side is the Bar Graphs section.

Prices subject to change without notice. Product application and pricing may vary based on aircraft specifications and configuration.

Garmin GNS 430W Integrated GPS/Nav/Com

Garmin's GNS 430W is the perfect all-in-one GPS/Nav/Comm solution. It features a WAAS-certified GPS, a 2280-channel capacity comm with 16 watts of power and a 200-channel ILS/VOR with localizer and glideslope. Traditionally, it would take a panelful of components to provide the capabilities of this one smart box. High-speed 5 Hz processing makes navigation calculations and map redraw rates five times faster than earlier GNS series navigators.



Fly WAAS Approaches

The GNS 430W includes built-in WAAS navigation capabilities. It is approved to fly LPV "glideslope" approaches without reference to ground-based navaids of any kind. Featuring an advanced 15-channel receiver capable of five position updates per second, GNS 430W meets the FAA's stringent TSO C146a standards for WAAS "sole means" navigation — providing vertical and lateral approach guidance into thousands of U.S. airports previously inaccessible in IFR conditions.

High-Resolution Mapping

GNS 430W's 4-inch high-contrast display with brilliant colors makes it easy to read and interpret pilot-critical information. Effective use of color makes it easy to see your position relative to ground features, chart data, navaids, flight plan routings, approach procedures and more. Conveniently scan information from wide viewing angles, even in direct sunlight.

Enhanced Situational Awareness

GNS 430W seamlessly integrates built-in terrain and navigation databases, providing a clear, concise picture of where you are and where you're heading. The Jeppesen® database, updated with front-loading data cards, contains location reference for all airports, VORs, NDBs, Intersections, Flight Service Stations, published approaches, SIDs/STARs, Special Use Airspace and geopolitical boundaries. A detailed basemap clearly shows airports, cities, highways, railroads, rivers, lakes, coastlines and more. Using information from the built-in databases, the 430W displays color coded alerts when proximity conflicts loom ahead.

Put It on Autopilot

Working in tandem with the S-TEC 55X autopilot (see next page), the GNS 430W behaves like a high-end flight management system (FMS) and can automatically fly your aircraft through holding patterns, procedure turns and other position-critical IFR flight procedures.

Expand Your Panel Mount

The GNS 430W interfaces with a wide array of optional sensors and tracking systems, allowing you to see and avoid hazards such as threatening weather, lightning or air traffic. With a subscription to XM WX Satellite Weather™ and the GDL 69 or 69A datalink receiver, you'll have access to up-to-the-minute, high resolution weather for the U.S., right in the cockpit. Information includes NEXRAD, METARs, TAFs, lightning and more and can be laid directly over Jeppesen and topographic map databases. With an additional monthly service fee, GDL 69A even delivers XM Satellite Radio to your aircraft. And with a built-in interface to the Garmin GTX 330 Mode S transponder, the GNS 430W will also display Traffic Information Services (TIS) alerts that identify surrounding air traffic.

Call 1-888-835-9377 today for a custom Sierra Super Centurion quote for your Cessna 210.

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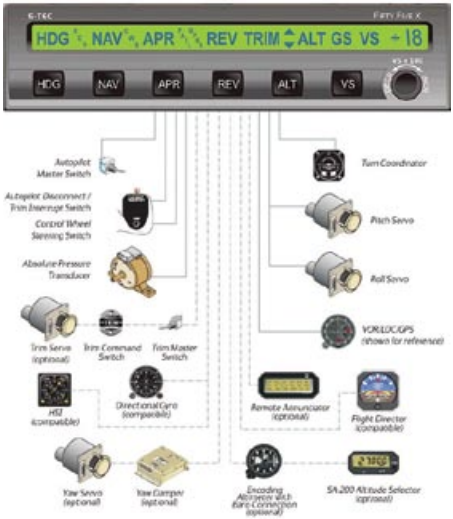
Above: Garmin GMA 347 Audio Panel
Right: S-TEC Fifty-Five X Autopilot System



Garmin GMA 347 Audio

The GMA 347 audio panel offers the latest in digital features to streamline cockpit management and improve communication, including a digital voice recorder, automatic squelch and full-duplex telephone interface.

Operate with Ease

The GMA 347 features LED-illuminated button controls for audio selection of nav and com audio — as well as split comm capability for pilot and co-pilot. Split comm allows the pilot to transmit/receive on Comm 1 and the co-pilot to transmit/receive on Comm 2.

Enjoy A Host of Features

The GMA 347 provides MASQ processing, reducing ambient noise from the avionics inputs, and it has special cabin noise filtering circuitry to enhance cockpit communications. Select speakers to monitor the aircraft radios or make PA announcements. Also includes comm transmit indication, three-light Marker Beacon receiver/indicator and SmartMute audio muting.

Never Miss a Message

The GMA 347's digital voice recorder continuously captures the last two and one-half minutes of audio switched through the panel. So if you ever miss an assigned frequency or part of a clearance, simply press the "Play" button to recall the message for review.

Filter Static and Interference

The GMA 347's automatic squelch option filters out radio static and interference. Manual squelch adjustment is available for faint, far-off audio signals.

Make Private Phone Calls

The GMA 347 even includes a full-duplex telephone interface with intercom isolation and disable capability. This feature allows private telephone calls by the pilot or copilot, or multi-party calls with crew and/or passengers. The GMA 347 also comes with three more unmuted, unswitched inputs with individual volume control for additional audio capabilities.

S-TEC 55X Autopilot

The S-TEC 55X is a high-performance, two-axis (roll & pitch) autopilot in an avionics stackmounted case, containing the mode selector/programmer, annunciator, roll & pitch computers, and servo amplifiers in a single unit. S-TEC 55X features include:

1. **HDG (heading) mode & heading preselect and hold.** Autopilot operates in heading mode to automatically intercept and track selected course or localizer; at which point HDG extinguishes.
2. **Control wheel steering (CWS)**. Hand-fly the aircraft and then let the autopilot takeover to hold the existing turn rate and vertical speed.
3. **NAV mode (coupled navigation).** Automatically intercepts and tracks enroute NAV signals with 3-level gain automatic selection.
4. **GPSS (GPS Steering).** Utilizes direct roll steering commands for accurate, hands-off GPS navigation.
5. **TRIM and up/down arrows.**
6. **Pitch Mode.**
7. **Dedicated Mode selector buttons.**
8. **VS knob.** Dials digital vertical speed in 100' increments.

Please call or visit our website for more details.

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Our facility features the latest in sophisticated CNC machining technology, including one of the largest abrasive waterjet cutting machines in the region. A wide variety of forming and fabrication technologies are on-site, including CNC milling, alodyning, sheet metal bending, filtered paint booths and more. Our flexible and programmable equipment is ideal for short-to-medium production runs or even one-off prototyping.

Aerospace Quality at Hometown Prices

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Our highly experienced technicians will help you bring your design to life, whether in aluminum, steel, or something more exotic. In fact, our waterjet cutter is perfect for custom marble or granite countertops or unusual signage and display projects. And waterjet cutting provides exceptionally smooth edges requiring little or no finishing.

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Sierra's sophisticated high-speed OMAX waterjet cutter utilizes a high pressure jet of water and abrasive to accurately and quickly cut a wide variety of materials, including traditionally 'un-cuttable' materials like ceramics, glass, and stone. Unlike high-temperature laser cutting, waterjet machining eliminates warping and heat-induced changes in material properties.

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Warbirds and More

Between Sierra Industries CEO Mark Huffstutler's collection and the adjacent Airplane Museum of South Texas, Mr. Joe Kosler has an ample variety of vintage military and civilian aircraft to manage, maintain and show off. From historic aircraft like the P-51D Mustang and T-28 Trojan to small fry like the Bede BD-5, you'll find plenty of interesting aircraft within walking distance of the Uvalde Flight Center. Be sure to ask for a tour when you visit Uvalde.

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Sierra Industries: A Brief History

The recognized leader in Citation Performance Enhancement Modifications had its modest beginnings in early 1983, in the south central Texas community of Uvalde. Sierra originated as a Flight Operations and Aircraft Maintenance Center with a toe-hold in the modifications industry. The company prospered under the able direction of its President, Mark Huffstutler and within a few years had received FAA approval for a number of STC'd modifications applicable to selected single-engine and twin-engine aircraft.

In 1986, Sierra obtained the rights to produce the EAGLE and LONGWING modifications pertaining to certain models of Cessna Citation aircraft. Sierra has also acquired the rights to Branson Industries' line of Citation modifications, and the highly regarded Robertson R/STOL line of Performance and Safety Enhancement modifications. In 1999, Sierra again acquired another highly regarded line of aircraft performance enhancements owned by the Dee Howard company of San Antonio, Texas.

Over the years, Sierra's product offering has increased from 5 products to more than 300 performance and safety modifications and aircraft enhancement items approved by the Federal Aviation Administration (FAA) under its Supplemental Type Certificate (STC) authorization authority.

Personnel and Facilities

Sierra Industries has prospered under Mr. Huffstutler's forward-looking management style and is now the world's largest modification center specializing in Citation 500/501 series aircraft. Sierra's forward planning has fostered continued growth from the date of its incorporation. Starting with 10 employees and 11,000 square feet of hangar and production facilities, Sierra has steadily increased its assets to its present position, with a highly capable staff of more than 80 employees and some 90,000 square feet of hangar, office and manufacturing facilities.

The employee base includes a nucleus of Maintenance and Modification Specialists consisting of highly trained, FAA-licensed mechanics, under the direction of a select group of FAA-approved inspection and quality assurance personnel. They are supported by an extremely capable and highly diversified office staff, providing the logistical expertise for the entire operation. A well-equipped Sheet Metal Shop and a state-of-the-art Machine Shop manufactures replacement and repair parts and FAA approved parts under a Parts Manufacturing Authority (PMA) setup. The Sierra Industries facility was certified in 1993 as an FAA Approved Repair Station under Air Agency Certificate No. SI6R285J.

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NDB or GPS Rwy 33	NDB: 281 UVA

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Skyway Group is in a unique position in the aviation industry not only to provide an unmatched range of products and services for Citation owners, but makes us a prime source for premium-quality aircraft as well. Skyway Aero, Inc. is the aircraft sales arm for Skyway Group. From helping you find just the right aircraft for your needs, guiding you through a pre-buy inspection, reviewing and locating financing options, helping you manage and maintain your valuable investment and – when you're ready – even helping you sell your aircraft, Skyway Aero, Inc. is here to assist you every day. Our dedicated associates are committed to working for you, no matter what your needs are.

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Our friendly sales representatives are ready to serve you from 8:00 am to 5:00 pm CST, Monday through Friday. For the most efficient service, please have your aircraft type and serial number and, if you are paying by credit card, your Visa or Mastercard card number ready when placing your order. Our representative will be happy to discuss modification options and scheduling at any time. Call **1-888-835-9377** today.

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